

Owner's manual

MONSTER

MONSTER 797
MONSTER 797 Plus



MONSTER

MONSTER 797
MONSTER 797 Plus

This manual forms an integral part of the motorcycle and must be kept with it for its whole service life. If the motorcycle is resold, the manual must always be handed over to the new owner.

This manual must be preserved with care. If it is lost or becomes damaged, contact a Ducati Dealer or authorised Service Centre without delay to obtain a new copy of the manual.

The quality standards and safety of Ducati motorcycles are steadily improved as new design solutions, equipment and accessories are developed. While the information contained in this manual is current at the time of going to print, Ducati Motor Holding S.p.A. reserves the right to make changes at any time without notice and without any obligations. For this reason, the illustrations in this manual might differ from your motorcycle.

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Enjoy your ride!

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Introduction

Safety guidelines

We would like to welcome you among Ducati enthusiasts, and congratulate you on your excellent choice of motorcycle. We think you will ride your Ducati motorcycle for long journeys as well as short daily trips. Ducati Motor Holding S.p.A. wishes you smooth and enjoyable riding.

Your motorcycle is the result of Ducati Motor Holding S.p.A.'s on-going research and development efforts. It is important that you preserve its quality standard by strictly observing the maintenance plan and using genuine spare parts. This manual provides instructions on minor maintenance operations. Major maintenance operations are described in the Workshop Manual available to Ducati Authorised Service Centres.

In your own interest, for your safety and in order to guarantee product reliability, you are strongly advised to refer to our authorised Dealers and Service Centres

for any operations listed in the scheduled maintenance chart, see page 196.

Our highly skilled staff have access to special implements and appropriate equipment required to perform any servicing job at best, and use Ducati original spare parts only as the best guarantee for full interchangeability, smooth running and long life.

All Ducati motorcycles come with a Warranty Card. The warranty does not apply to motorcycles used in racing competitions.

Tampering with or altering any components, even partially, will make the warranty null and void effective immediately. Improper or poor maintenance, using other than original spare parts or parts not expressly approved by Ducati may invalidate your warranty rights and lead to damage or loss of performance.

Your safety and that of other road users are very important. Ducati Motor Holding S.p.A. recommends that you ride responsibly.

Before using your motorcycle for the first time, read this entire manual carefully and closely follow the guidelines outlined in it. The manual provides full information on proper motorcycle operation and maintenance. In case of any doubts, please contact a Dealer or Authorised Service Centre.

Warning symbols used in the manual

Several kinds of warnings are used as an alert of the possible hazards for you or other persons such as:

- Safety labels on the motorcycle;
- Safety messages preceded by a warning symbol and either WARNING or IMPORTANT.



Warning

Failure to comply with these instructions may put you at risk, and could lead to severe injury or even death of the rider or other persons.



Important

Possibility of damaging the motorcycle and/or its components.



Note

Additional information about the current operation.

The terms RIGHT and LEFT are referred to the motorcycle viewed from the riding position.

Intended use

This motorcycle must be ridden on asphalt or on flat and even surfaces, only.

This motorcycle may not be used for riding on dirt trails or for off-road riding.



Warning

Off-road riding may lead to loss of control and result in vehicle damage, personal injuries or even death.



Warning

This motorcycle may not be used to tow any trailers or with a side-car attached; this can lead to loss of control and result in an accident.

This motorcycle carries the rider and can carry a passenger.



Warning

The total weight of the motorcycle in running order including rider, passenger, luggage and additional accessories should not exceed 390kg/859lb.



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

Rider's obligations

All riders must hold a valid licence.

Warning

Riding without a licence is illegal and is prosecuted by law. Always make sure you have your licence with you when riding. Do not let inexperienced riders or persons without a valid licence use your motorcycle.

Do not ride under the influence of alcohol and/or drugs.

Warning

Riding under the influence of alcohol and/or drugs is illegal and is prosecuted by law.

Do not take prescription or other drugs before riding unless you have consulted your doctor about their side effects.

Warning

Some medications and drugs may cause drowsiness or other effects that slow down reaction time and the rider's ability to control the motorcycle, possibly leading to an accident.

Some states require vehicle insurance.

Warning

Check your state laws. Obtain insurance coverage and keep your insurance document secure with the other motorcycle documents.

To protect rider and passenger safety, some states mandate the use of a certified helmet.

Warning

Check your state laws. Riding without a helmet may be punishable by law.

Warning

Riders without helmets are more likely to suffer severe bodily injury or die if they are in an accident.



Warning

Check that your helmet complies with safety specifications, permits good vision, is the right size for your head, and carries a certification label indicating that it conforms to the standards in force in your state. Road traffic laws differ from state to state. Learn about traffic laws in your state before riding and always obey them.



Important

Before using the motorcycle, check for no labels on the rear-view mirrors; otherwise remove them.

Rider's training

Accidents are frequently due to inexperience. Riding, manoeuvres and braking must be performed in a different way than on the other vehicles.



Warning

Untrained riders or a wrong use of the vehicle may lead to loss of control, serious injuries or even death.

Apparel

Riding gear is very important for safety. Unlike cars, a motorcycle offers no impact protection in an accident.

Proper riding gear includes helmet, eye protection, gloves, boots, long sleeve jacket and long trousers.

- The helmet must meet the requirements listed at page 10; if your helmet does not have a visor, use suitable eye wear;
- Use five-finger gloves made from leather or abrasion-resistant material;
- Riding boots or shoes must have non-slip soles and offer ankle protection;

- Jacket, trousers or riding suit must be made from leather or abrasion-resistant material and have high-visibility colours and inserts.



Important

Never wear loose clothing, items or accessories that may become tangled in motorcycle parts.



Important

For your safety, always wear suitable protective gear, regardless of season and weather.



Important

Have your passenger wear proper protective clothing.

Safety "Best Practices"

These few simple operations are critical to people safety and to preserving the full performance of your motorcycle. Never forget to perform them before, while and after riding.



Important

Closely follow the indications provided at chapter "Riding the motorcycle" during the running-in period.

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.



Warning

Before riding your motorcycle, become familiar with the controls you will need to use when riding.

Perform the checks recommended in this manual before each ride (see page 157).



Warning

Failure to carry out these checks before riding may lead to motorcycle damage and injury to rider and/or passenger.



Warning

Start the engine outdoors or in a well ventilated area. The engine should never be started or run indoors.

Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

Use proper body position while riding and ensure your passenger does the same.



Important

Rider must hold the handlebar with both hands at ALL TIMES while riding.



Important

Both rider and passenger should keep their feet on the footpegs when the motorcycle is in motion.



Important

The passenger should always hold on to the grab handles under the seat with both hands.



Important

Be very careful when tackling road junctions, or when riding in areas near exits from private grounds, car parks or on slip roads to access motorways.



Important

Be sure you are clearly visible and do not ride within the blind spot of vehicles ahead.



Important

ALWAYS signal your intention to turn or pull to the next lane in good time using the suitable turn indicators.



Important

Park your motorcycle where no one is likely to knock against it, and use the side stand. Never park on uneven or soft ground, or your motorcycle may fall over.



Important

Visually inspect the tyres at regular intervals for detecting cracks and cuts, especially on the side walls, bulges or large spots that are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Warning

Engine, exhaust pipes and silencers stay hot long after the engine is switched off; pay particular attention not to touch the exhaust system with any body part and do not park the vehicle next to flammable material (wood, leaves etc.).



Warning

Always remove the key when you leave your motorcycle unattended and make sure it is not accessible to persons not authorised to use the motorcycle.

Refuelling

Refuel outdoors with engine off.

Do not smoke or use open flames while refuelling.

Be careful not to spill fuel on engine or exhaust pipe.

Never completely fill the tank when refuelling. Fuel should never be touching the rim of filler recess.

When refuelling, avoid breathing the fuel vapours and prevent fuel from reaching your eyes, skin or clothes.



Warning

Fuel is highly flammable, in case of accidental spillage of fuel on your clothes it is necessary to change into clean clothes.



Warning

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10).

Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.



Warning

In case of indisposition caused by breathing fuel vapours for a long time, stay in the open air and contact your doctor. In case of contact with eyes, thoroughly flush with water; in case of contact with skin, immediately clean with water and soap.

Carrying the maximum load allowed

Your motorcycle is designed for long-distance riding, carrying the maximum load allowed in full safety. Even weight distribution is critical to preserving these safety features and avoiding trouble when performing sudden manoeuvres or riding on bumpy roads.

Warning

Do not exceed the total permitted weight for the motorcycle and pay attention to information provided below regarding load capacity.

Information about carrying capacity

Important

Arrange your luggage or heavy accessories in the lowest possible position and close to motorcycle centre.

Important

Never fix bulky or heavy objects to the handlebar or to the front mudguard as this would affect stability and cause danger.

Important

Be sure to secure the luggage to the supports provided on the motorcycle as firmly as possible. Improperly secured luggage may affect stability.

Important

Do not insert any objects you may need to carry into the gaps of the frame as these may foul moving parts.

Warning

Make sure the tyres are inflated to the proper pressure and that they are in good condition.

Refer to paragraph "Tyres" on page 187.

Dangerous products - warnings

Used engine oil



Warning

Prolonged or repeated contact with used engine oil may cause skin cancer. If working with engine oil on a daily basis, we recommend washing your hands thoroughly with soap immediately afterwards. Keep away from children.

Brake dust

Never clean the brake assembly using compressed air or a dry brush.

Brake fluid



Warning

Spilling brake fluid onto plastic, rubber or painted parts of the motorcycle may cause damages. Protect these parts with a clean shop cloth before proceeding to service the system. Keep away from children.



Warning

The fluid used in the brake system is corrosive. In the event of accidental contact with eyes or skin, wash the affected area with abundant running water.

Coolant

Engine coolant contains ethylene glycol, which may ignite under particular conditions, producing invisible flames. Although the flames from burning ethylene glycol are not visible, they are still capable of causing severe burns.



Warning

Take care not to spill engine coolant on the exhaust system or engine parts.

The cooling fan operates automatically: keep hands well clear and make sure your clothing does not snag on the fan.

Battery



Warning

The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Vehicle identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

It is recommended to record the frame number of your motorcycle in the space below.

Frame number

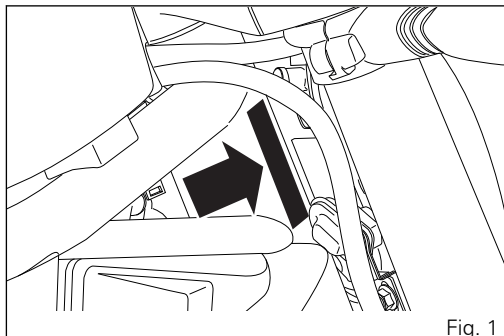


Fig. 1

Engine identification number



Note

These numbers identify the motorcycle model and should always be indicated when ordering spare parts.

It is recommended to record the number of your motorcycle's engine in the space below.

Engine number

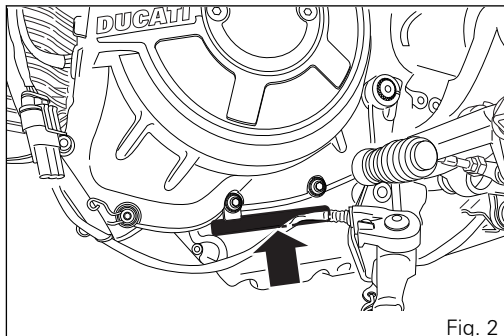


Fig. 2

Instrument panel (Dashboard)

Instrument panel

1) LCD display.

2) NEUTRAL LIGHT N (GREEN).

Comes on when in neutral position.

3) GENERAL WARNING LIGHTS (RED).

The lights turn on when RPM value reaches the first threshold before the rpm limiter kicks in;

4) HIGH BEAM LIGHT  (BLUE).

It turns on to indicate that the high beam lights are on and when the flasher is activated.

5) FUEL WARNING LIGHT  (AMBER YELLOW).

Comes on when fuel is low and there are about 4 litres (1.06 gallons) of fuel left in the tank.

6) TURN INDICATOR LIGHTS  (GREEN).

Illuminates and flashes when the turn indicator is in operation.

7) ENGINE OIL PRESSURE LIGHT  (RED).

Comes on when engine oil pressure is too low. It must turn on at "KEY-ON", but must turn OFF a few seconds after the engine has started. It may shortly

come on when the engine is hot, however, it should go out as the engine revs up.




Important

If the ENGINE OIL light stays ON, stop the engine or it may suffer severe damage.

8) "ENGINE DIAGNOSIS - MIL" LIGHT  (AMBER YELLOW).

It turns on in the case of "engine" errors that in some cases will lock the engine.

9) ABS LIGHT  (AMBER YELLOW).

This turns on to indicate that ABS is disabled or not functioning.

Speed below 5 Km/h (3 mph)		
Light OFF	Light flashing	Light steady on
-	ABS enabled, but not functioning yet	ABS disabled or in fault
Speed above 5 Km/h (3 mph)		
Light OFF	Light flashing	Light steady on
ABS enabled and functioning	-	ABS disabled or in fault

10) GENERIC ERROR WARNING LIGHT.

It turns on when there are any "vehicle" errors, i.e. active errors triggered by any control unit other than the engine control unit.

11) OVER REV / IMMOBILIZER SYSTEM (RED)

	Over rev
No intervention	Light OFF
First threshold (N RPM before the limiter kicks in)	Light steady ON
Limiter	Light ON flashing

	Immobilizer
Key-ON status	Light OFF
Key-OFF status	Light ON flashing
Key-OFF status for over 12 hours	Light OFF



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

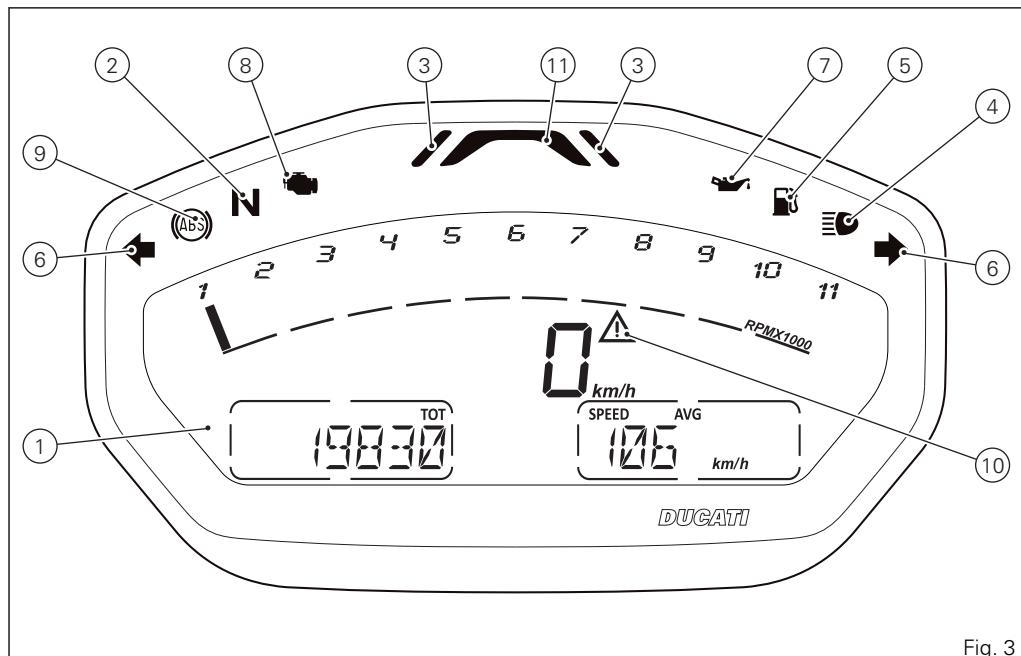


Fig. 3

Acronyms and abbreviations used in the Manual

ABS

Antilock Braking System

BBS

Black Box System

CAN

Controller Area Network

DDA

DUCATI Data Acquisition

DSB

Dashboard

EBC

DUCATI Engine Brake Control

ECU

Engine Control Unit

Technological Dictionary

Anti-lock Braking System (ABS) 9.1 MP

The ABS 9.1MP system fitted to the Monster 797 is a safety system preventing wheel lockup while riding with the motorcycle not leaning over.

The Monster 797 ABS implements rear wheel lift-up control in order to ensure not only smaller stopping

distance under braking, but also the best possible stability.

Information statement on UE directive

2014/53/UE

Your vehicle is equipped with a range of radio equipment. The manufacturers of this radio equipment declare that this equipment complies with Directive 2014/53/EU where required by law.

The complete text of the EU declaration of conformity is available at the following web address:
certifications.ducati.com

Manufacturers' addresses

All relevant components pursuant to 2014/53/EU must bear the manufacturer's address. For components that, due to their size or nature, cannot be furnished with a sticker, the respective manufacturers' addresses as required by law are listed here:

Radio equipment installed in the vehicle	Manufacturers' addresses
Bluetooth	COBO S.p.a. Via Tito Speri, 10 25024 - Leno (BS) Italy
Hands free	ZADI S.p.a. Via Carl Marx, 138 41012 - Carpi (MO) Italy
D-Air	Dainese S.p.a. Via dell'Artigianato, 35 36060 - Molvena (VI) Italy
E-Lock	ZADI S.p.a. Via Carl Marx, 138 41012 - Carpi (MO) Italy
GPS	PROSA S.r.l. Via dell'Elettricità, 3/d 30175 - Venezia Marghera (VE) Italy
	Frequency band
Bluetooth	2,402 MHz ÷ 2,480 MHz

Hands free unit	134.5 KHz 868.35 MHz
Hands free key	868.35 MHz
D-Air	868 MHz 2.4 GHz
E-lock	134.5 KHz
GPS	1575.4 MHz

Function buttons

1) UP CONTROL SWITCH "▲"

Button used to display and set instrument panel parameters with the position "▲".

2) DOWN CONTROL SWITCH "▼"

Button used to display and set instrument panel parameters with the position "▼".

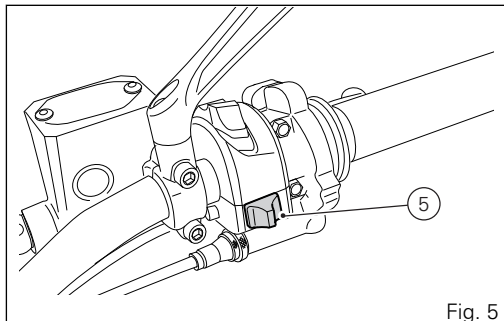
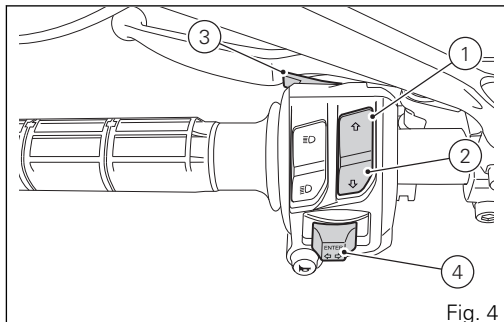
3) HIGH-BEAM FLASH BUTTON (FLASH)

4) TURN INDICATORS CANCEL BUTTON

The turn indicators cancel button may also be used for the CONFIRM MENU function.

5) HAZARD BUTTON

Button used to switch on/off all four turn indicators (Hazard function).



Parameter setting and displaying

Upon key-on, the instrument panel:

- turns on the display backlighting;
- activates the rev counter which increases from 0 to 11000 and decreases back to 0;
- activates the vehicle speed digits and shows a counting from 0 to 300 and then back to 0;
- turns on the warning lights from the outer to the inner ones.

At the end of the check, the instrument panel displays the main screen ("standard screen") showing the available functions and turns on the warning lights, if necessary.

During this first check stage, if the motorcycle speed exceeds 5 km/h (3.1 mph) (actual speed), the instrument panel will stop:

- the display check routine and display the standard screen containing updated information;
- the warning light check routine and leave ON only the warning lights that are actually active at the moment.

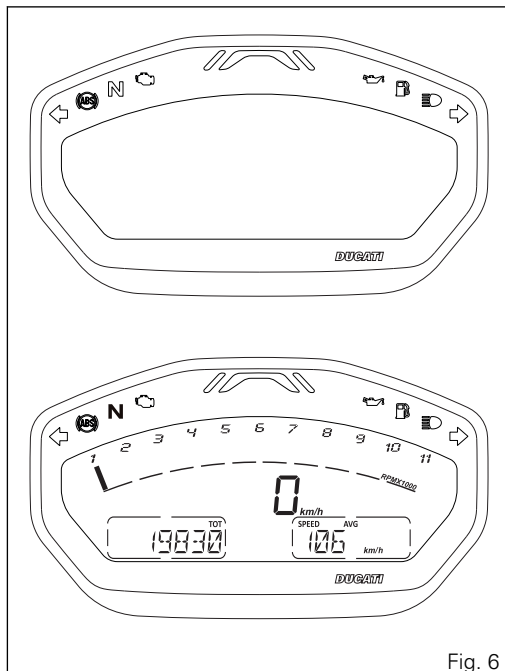


Fig. 6

Data displayed on the main screen are as follows:

- 1) Motorcycle speed.
- 2) Menu 1 (Odometer, Trip 1, Trip 2, Reserve partial counter if active, Trip time, Clock and Player if the Bluetooth is available).
- 3) Menu 2 (Average speed).
- 4) Generic error warning light.
- 5) Rev counter.
- 6) Infotainment (if any);

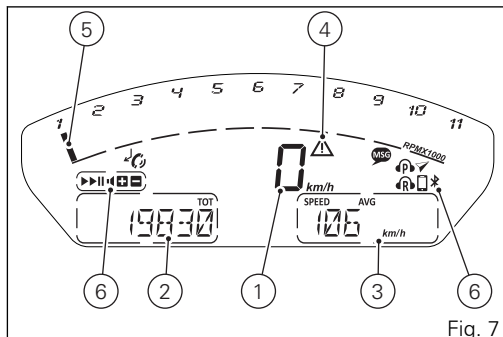


Fig. 7

From the main screen, press button (1) on LH switch to view Menu 1 information:

- Odometer (TOT);
- Trip meter 1 (TRIP 1);
- Trip meter 2 (TRIP 2);
- Partial reserve counter (TRIP FUEL) (if active);
- Trip time (TRIP TIME);
- Clock;
- Player (if Bluetooth is available).

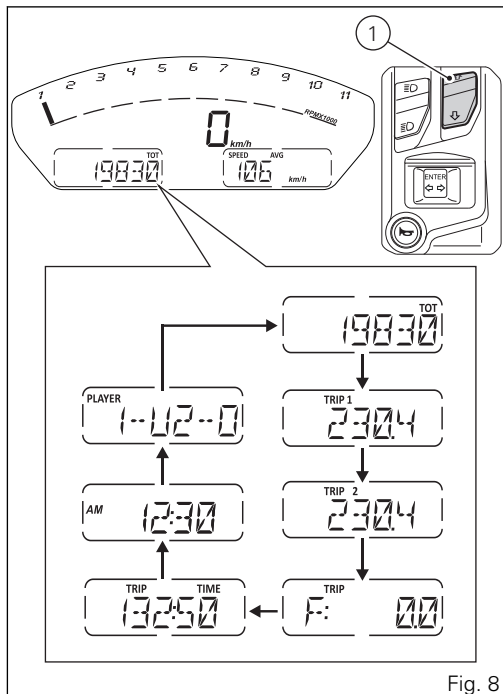


Fig. 8

Menu 2 displayed functions are:

- Average speed (SPEED AVG).

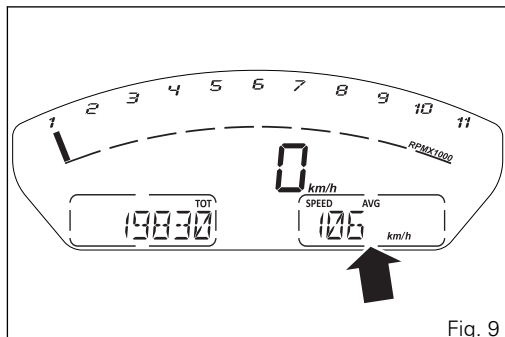


Fig. 9

The instrument panel stores Menu 1 and Menu 2 settings in use upon KEY-OFF. On the following KEY-ON, previously stored Menu 1 e Menu 2 pages are displayed.

In case of sudden and unexpected power OFF, the instrument panel displays the default settings for Menu 1 and Menu 2 upon the following KEY-ON; in particular:

- Menu 1 default page = Odometer (TOT);
- Menu 2 default page = Average speed (SPEED AVG).

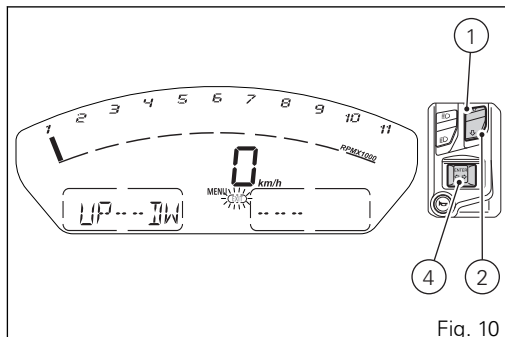
Upon KEY-ON, for every display layout, instrument panel shows for 10 seconds in Menu 1 the "Odometer" page and then shows the page saved upon previous KEY-OFF.

When the standard screen is displayed, hold the button (4) for 2 seconds, when actual motorcycle speed is \leq (lower than or equal to) 5 km/h (3.1 mph), to enter the Setting Menu, where you can set any function.



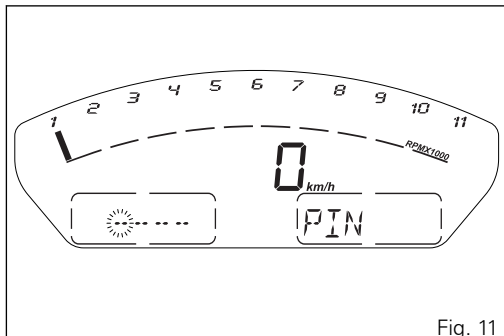
Note

You can enter the SETTING MENU only if vehicle actual speed is \leq (lower than or equal to) 5 km/h (3.1 mph). Within the SETTING MENU, if vehicle actual speed exceeds 5 km/h (3.1 mph), the instrument panel automatically quits the menu and shows the Standard Screen.



If the key is not acknowledged upon Key-ON and once the check routine is over, the following will happen:

- if the PIN CODE function is not active, the instrument panel skips the warning light check, displays the standard screen with an error warning and does not allow accessing the Setting Menu;
- if the PIN CODE function is active, the PIN CODE function page is displayed on the instrument panel, allowing rider to enter the release code.



Main functions

The functions displayed in the Standard screen are the following:

Main information

- Engine rpm indication (RPM)
- Motorcycle speed
- Menu 1 displays the following functions:
 - Odometer (TOT)
 - Trip meter 1 (TRIP1)
 - Trip meter 2 (TRIP2)
 - Partial reserve counter (TRIP FUEL)
 - Trip time (TRIP TIME)
 - Clock
 - Bluetooth player (if Bluetooth control unit is available)
- Menu 2 displays the following functions:
 - Average speed (SPEED AVG)

Additional information

- Infotainment — Bluetooth (if present)
- Service indication (SERVICE)
- Warnings/Alarms

The functions within the Setting Menu that can be modified by the user are the following:

- PIN CODE (enter/change) (PIN)
- Display backlighting (B.L.)
- Clock setting (CLK)
- Date setting (DAT)
- Service information (SRV.)
- ABS On/Off (ABS)
- Unit setting (Speed - Temperature) (UNT)
- Battery indication (BAT)
- Engine rpm digital indication (RPM)
- Bluetooth setting (only if the relevant control unit is fitted) (B.T.)

Motorcycle speed

The instrument panel receives information about the actual motorcycle speed (calculated in km/h) and displays the value increased by 5% and converted in the set unit of measurement (km/h or mph).

The max. displayed speed is 299 km/h (186 mph).

A string of dashes "- - -" is displayed with the set unit of measurement if:

- speed is equal to 299 km/h or 186 mph or if instrument panel is not receiving the speed value ("- - -" steady ON);
- the rear speed sensor is in fault (flashing "- - -").

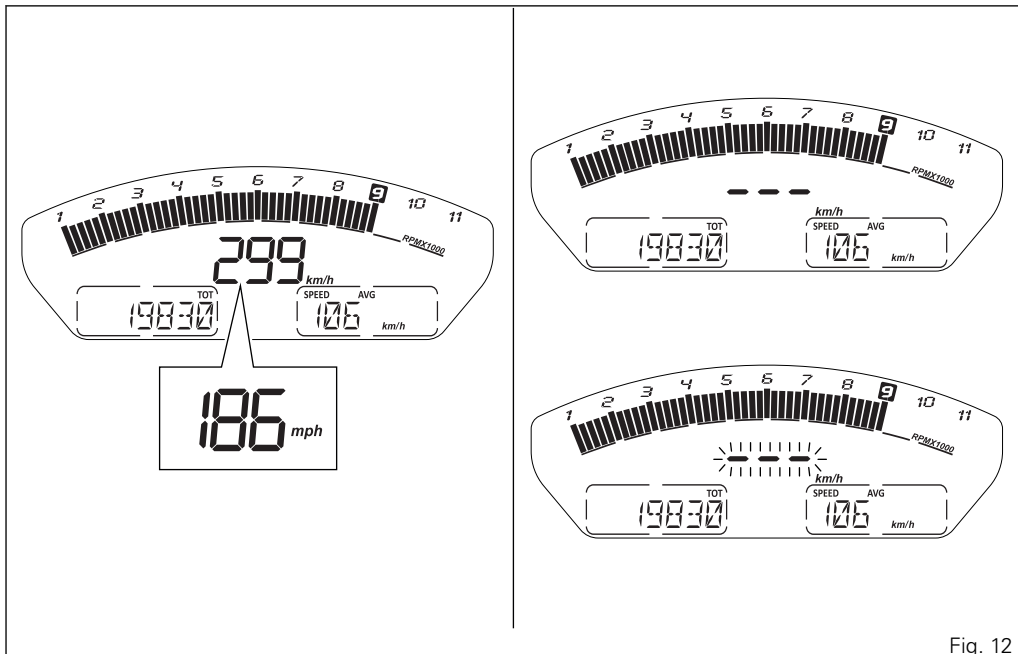


Fig. 12

Engine rpm indication (RPM)

This function allows displaying engine rpm. Instrument panel receives rpm value and displays it. The information is displayed by the bargraph filling from the left to the right according to the engine rpm and with the negative display (switching OFF of the digit and switching on of its rectangle) of the numerical digit of the relevant miles.

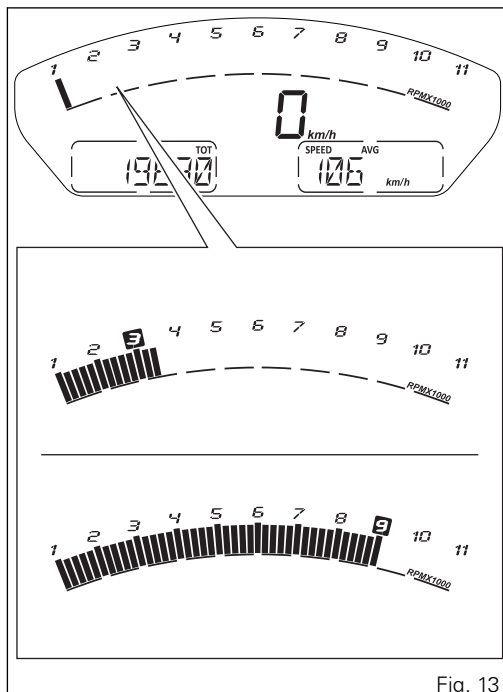


Fig. 13

When the thresholds before the rpm limiter are reached, the corresponding warning lights will turn on.



Note

Each calibration of the Engine Control Unit may have a different setting for the thresholds that precede the rev limiter and the rev limiter itself.

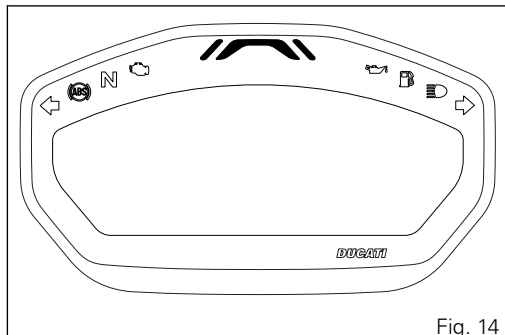


Fig. 14

Menu 1 functions

Menu 1 displayed functions are:

- Odometer (TOT)
- Trip meter 1 (TRIP1)
- Trip meter 2 (TRIP2)
- Partial reserve counter (TRIP FUEL) (if active)
- Trip time (TRIP TIME)
- Clock
- PLAYER (if Bluetooth control unit is available)

By pressing button (1) it is possible to view the functions of Menu 1.

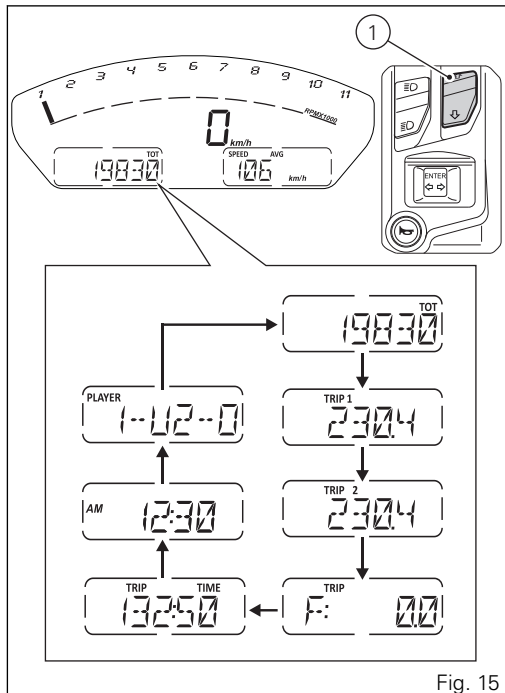


Fig. 15

Odometer (TOT)

The odometer counts and displays the total distance covered by the motorcycle with the set unit of measurement (km or mi).

The odometer number (in km or miles) is displayed with the message TOT and the indication of the unit of measurement. When the maximum value is reached (199999 km or 199999 mi) the instrument panel will permanently display said value.

The odometer value is saved permanently and cannot be reset under any circumstances.

The reading is not lost in case of a power OFF (Battery OFF).



Note

If a string of flashing dashes " ---- " is displayed within odometer function, please contact a Ducati Dealer or Authorised Service Centre.

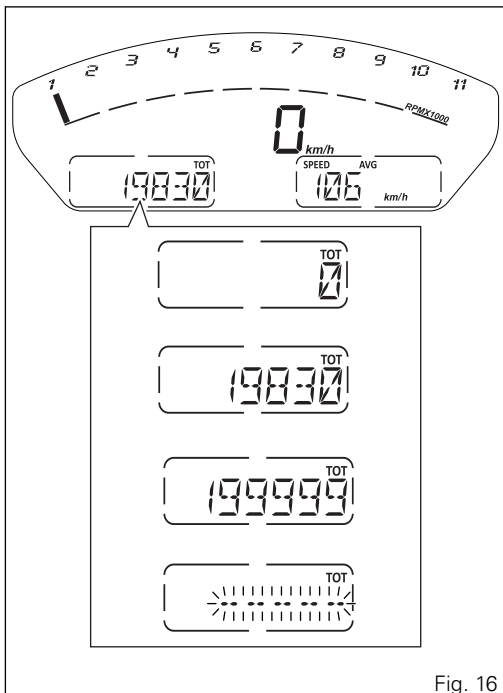


Fig. 16

Trip meter 1 (TRIP 1)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi) and is used as a basis to calculate average fuel consumption, average speed and trip time. The TRIP1 number (in km or miles) is displayed with the message TRIP1 and the indication of the unit of measurement.

When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 1. When TRIP1 is reset, the average fuel consumption, average speed and trip time data are reset as well.

The TRIP1 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

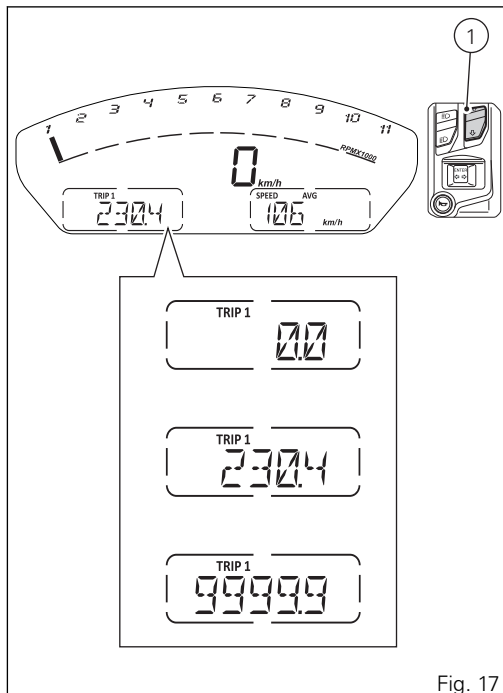


Fig. 17

Trip meter 2 (TRIP 2)

The trip meter counts and displays the partial distance covered by the motorcycle with the set unit of measurement (km or mi).

The TRIP2 number (in km or miles) is displayed with the message TRIP2 and the indication of the unit of measurement.

When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

While the trip meter is displayed, press button (1) for 2 seconds to reset TRIP 2.

The TRIP2 counter is automatically reset in case the system unit of measurement is changed manually or after a battery-OFF: the counter will then start back from zero, considering the new units of measurement.

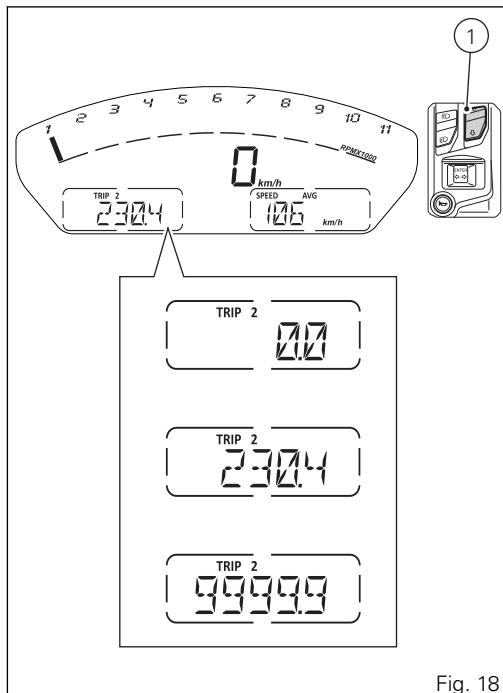


Fig. 18

Partial fuel reserve counter (TRIP FUEL)

The fuel trip meter counts and displays the distance covered by the motorcycle on reserve (since the low fuel light turns on) with the set unit of measurement (km or mi).

When the Low Fuel Light (A) turns on, the display automatically shows the TRIP FUEL function in Menu 1, regardless of the currently displayed function; then, it is possible to toggle through the other Menu functions using button (1).

Trip fuel reading remains stored even after Key-Off until the motorcycle is refuelled. Count is interrupted automatically as soon as fuel is topped up to above minimum level.

When the reading exceeds the maximum value of 9999.9 km or 9999.9 mi, distance travelled is reset and the meter automatically starts counting from 0 again.

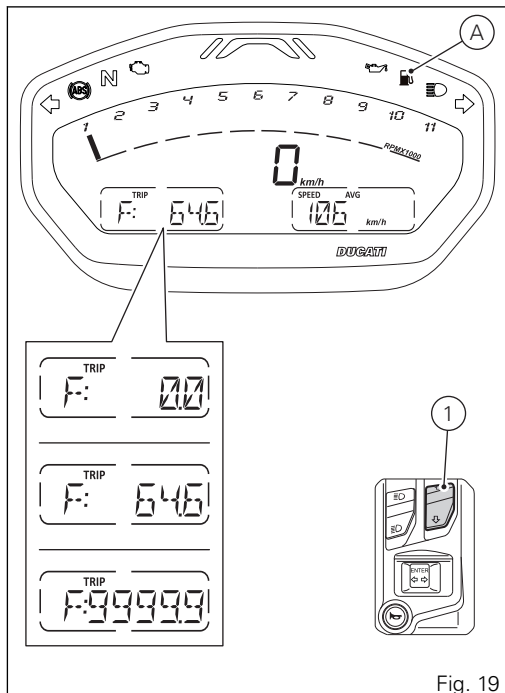


Fig. 19



Note

If the system measurement units are changed at any moment, or if there is an interruption in the power supply (Battery Off), the distance travelled is reset and the count starts from zero (considering the newly set unit of measurement).

Trip time

The instrument panel calculates and displays the trip time as hhh:mm followed by TRIP TIME. The calculation considers the time since TRIP1 was last reset. When TRIP1 is reset, this value is reset as well. The time count active phase occurs when the engine is running and the motorcycle is stopped (the time is automatically stopped when the motorcycle is not moving and the engine is OFF and restarts when the counting active phase starts again). When the reading exceeds 511:00 (511 hours and 00 minutes), the meter is reset and automatically starts counting from 0 again.



Note

If you change the unit of measurement for an item connected to Speed (and distance) or Consumption or after a Battery-Off, the trip time value will be automatically reset.

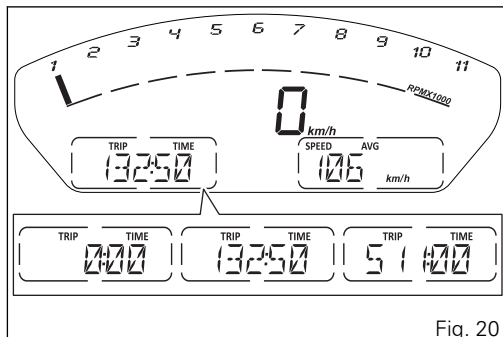


Fig. 20

Clock

The instrument panel receives information about the time to be displayed.

The instrument panel shows the time in the following format:

- hh (hours) : mm (minutes);
- followed by a.m. (from 12:00 to 11:59) or p.m. (from 12:00 to 11:59).

In case of a power off (Battery Off), upon the following Key-On, the instrument panel displays 4 dashes " - - : - - " steadily and with flashing colon.

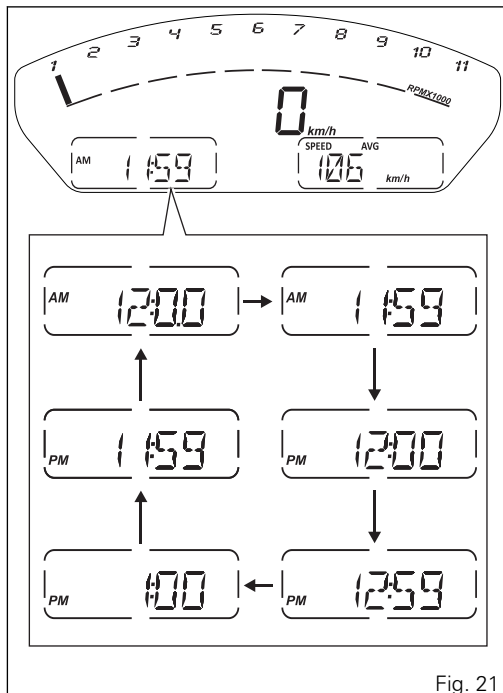


Fig. 21

Menu 2 functions

Menu 2 displayed functions are:

- Average speed (SPEED AVG)

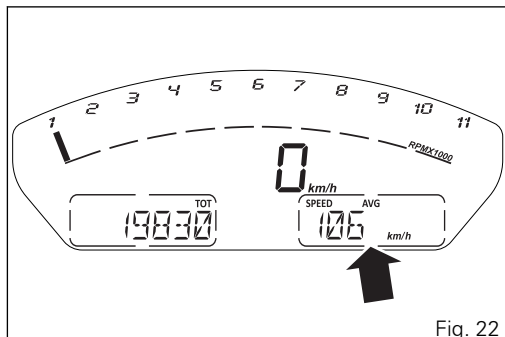


Fig. 22

Average speed

The instrument panel calculates and displays the motorcycle average speed, the set unit of measurement and SPEED AVG text.

The calculation considers the distance and time since TRIP1 was last reset.

The average speed value displayed is calculated by adding 5% so as to be consistent with motorcycle speed indication.



Note

It is possible to change the units of measurement of "speed" (and "distance" travelled) from Km/h (and Km) to mph (and miles) through the Setting menu, using the "SET UNITS" Function.

When TRIP1 is reset, the value is reset and the first value available is displayed 10 seconds after the reset. During the first 10 seconds, when the value is not yet available, the display will show a string of three dashes " - - - " steadily as average speed.

The active calculation phase occurs when the engine is running even if the motorcycle is stopped (moments when the motorcycle is not moving and the engine is OFF are not considered).

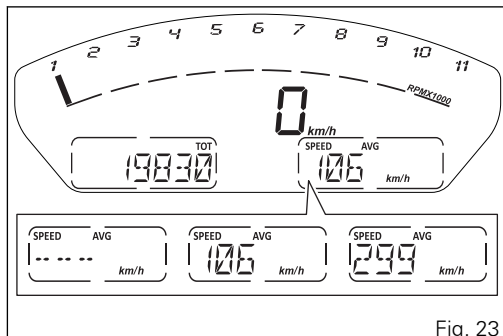


Fig. 23

Infotainment

Monster 797 can fit the Ducati Multimedia System (DMS) only when the Bluetooth control unit is available; thanks to the DMS system the user can answer phone calls, select and listen to music tracks, and receive SMS notifications by means of the Bluetooth technology.

In this model, the Bluetooth control unit can be purchased by a Ducati Dealer or Authorised Service Centre.

The instrument panel displays the Infotainment function status: Bluetooth activation and any connected devices (smartphone, earphones, navigator).

When the Bluetooth is active, the main screen displays the Bluetooth icon. Furthermore, the Infotainment functions can be viewed in the dedicated menus:

- Connected devices (A);
- Player (B);
- Telephone (C).

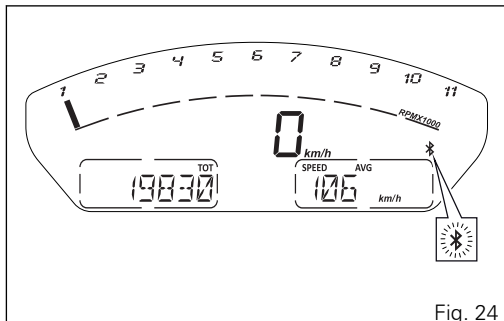


Fig. 24

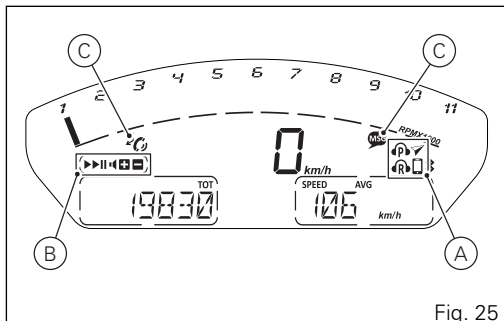


Fig. 25

If Bluetooth is active, apart from the Bluetooth icon, also connected device indication is displayed, such as:

- 1) Smartphone;
- 2) Rider helmet earphones;
- 3) Passenger helmet earphones;
- 4) Ducati GPS navigator.

It is possible to connect up to a maximum of 4 devices.

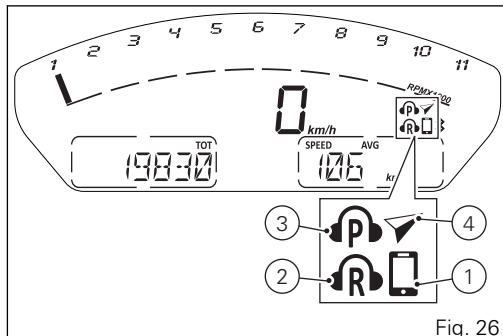


Fig. 26

Phone

Use the PHONE function:

- to manage incoming calls by means of button (1) and button (2);
- to recall the last calling number within 5 seconds from call interruption (RECALL function).



Note

It is not possible to make a call by selecting the name/number from the contact list through the function buttons.

When there is an incoming call, the relevant symbol starts flashing whereas, when you answer the call, the same symbol remains steady ON.

To answer the call, press button (2).

To terminate the call, keep button (1) pressed for 2 seconds.

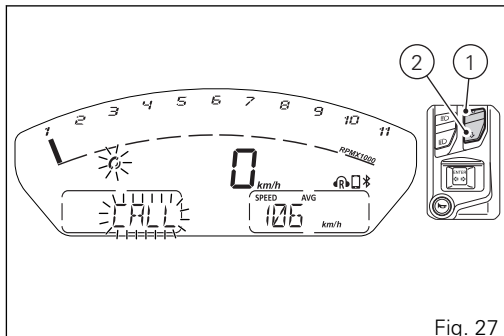


Fig. 27

During the 5 seconds after hang-up, the Recall function is activated to allow the recall: Menu 1 shows the indication RECALL.

After this 5 second time, the Recall function is disabled.

To activate the Recall function within the 5 seconds, press button (2).

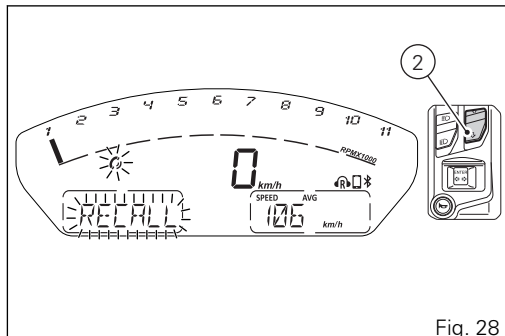


Fig. 28

During a call, the receiver symbol (A) is displayed. If there is an incoming call while the Player (B) is active, the latter is paused throughout the phone call and will resume operation when call is over.

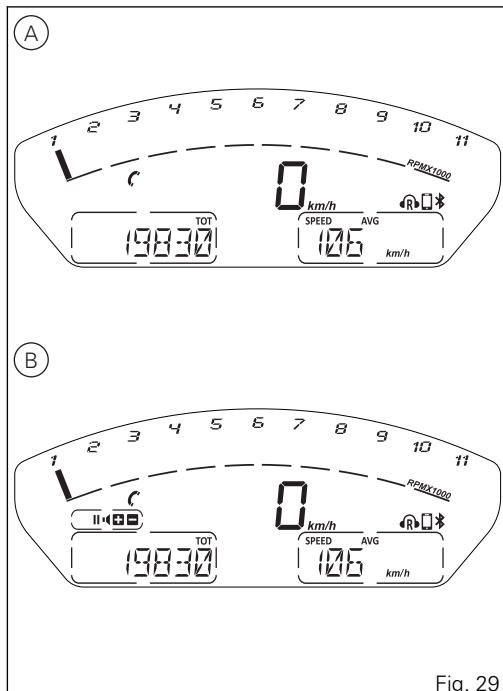


Fig. 29

In case of missed calls from the moment the smartphone is connected to the bike to the moment it is disconnected, the missed call symbol will be displayed for one minute. The number of missed calls is not displayed.

In case there is at least one SMS/MMS/EMAIL not read from the moment the smartphone is connected to the bike to the moment it is disconnected, the unread message symbol will be displayed for one minute. The number of unread messages is not displayed.

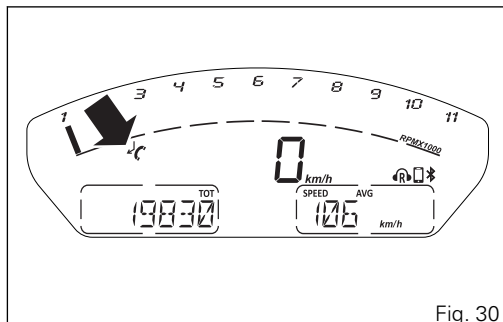


Fig. 30

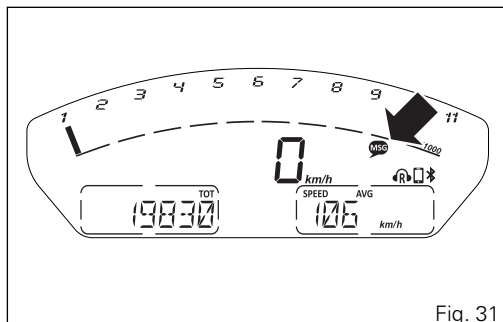


Fig. 31

Player

If at least one Smartphone is connected, Menu 1 will show the PLAYER OFF function.

The Player is activated by pressing button (1) for 2 seconds.



Important

The Player function can not be activated through Menu 1 when a call is incoming, in progress or in recall.

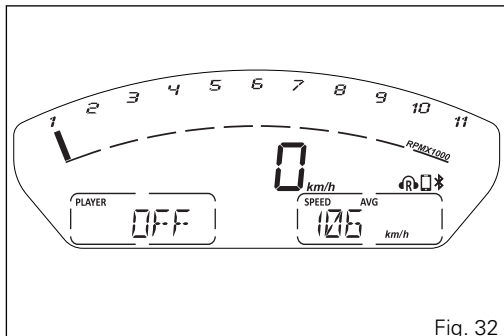


Fig. 32

On instrument panel, Menu 1 PLAYER option and the active track name (C) are displayed. together with the Player menu. If the Player is turned on, button (1), button (2) and button (4) can only be used to control the PLAYER.

If there are no tracks to be played, Menu 1 will show "NO TRACK" (B).

If the Player is ON, but instrument panel is not receiving track name, it pauses the track being played and Menu 1 will read the message "PLAYER NOT AVAILABLE" (A).

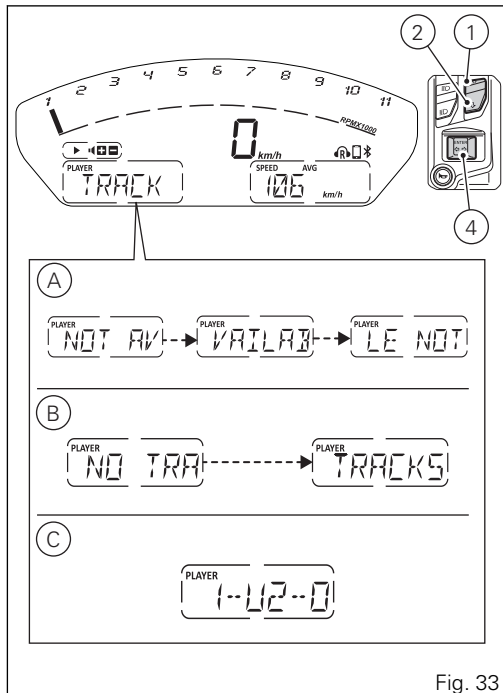


Fig. 33

Adjust volume as follows:

- increase volume: press button (1);
- decrease volume: press button (2).

The Player can be cyclically set to pause/play by pressing button (4) for 2 seconds.

It is possible to skip to next track, pressing button (4): system will skip forward once every time button is pressed.

Press button (2) for 2 seconds to quit Player controls, although maintaining Player ON, in the current status. After disabling the Player controls, they can be re-enabled after 3 seconds if the item PLAYER and the track name are available in Menu 1.

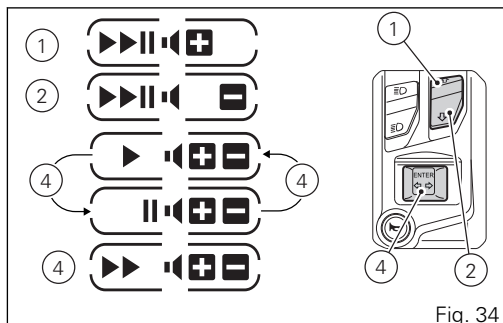


Fig. 34

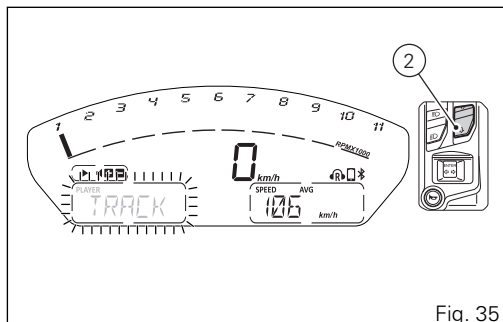


Fig. 35

The Player can be turned off by quitting the player control and pressing button (1) for 2 seconds: Menu 1 will show PLAYER OFF option.

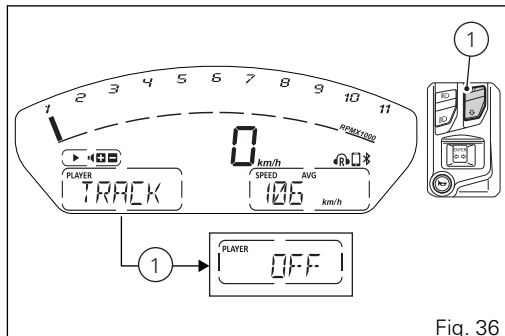


Fig. 36

F.A.Q.

1) Why don't I receive any notification of received e-mails?

E-mails are notified only if configured on the telephone source application. Check also that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

2) Why don't I receive any notification of received messages?

Check that your phone supports the MAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to message notifications.

3) Earphones do not connect. Why?

If they have been already paired once, we recommend resetting the earphones and pair them again with the motorcycle (see earphones instruction manual).

4) When I receive a call, the instrument panel displays the caller number but not the name (despite being saved in the contact list).

Check that the phone supports the PBAP profile. If so, the DUCATI MULTIMEDIA SYSTEM, during the pairing phase, will send an access request to such profile which can be notified to the user explicitly (depending on the operating system) by requesting access authorisation to the phone contact list.

5) By activating the Player through the instrument panel, music does not start.

The activation depends on the phone settings. In this case, after activating the Player through the instrument panel, also start the music application on your Smartphone.

6) It happens that the music is played with continuous interruptions.

If the devices have just been connected, it may be that the Bluetooth control unit is still completing the connection phase with the concerned devices. It is furthermore necessary to activate the PBAP and MAP profiles. Therefore, in case of iOS, please refer to point 7). In case of Android, please refer to points 2)4)

7) I do not receive any message notification on my iPhone. Why?

Select Bluetooth in the Setting Menu. In the list "My devices" select "i" next to "Ducati Media System". Flag "Show notifications".

Service indication (SERVICE)

This indication shows the user that the motorcycle is due for service and must be taken to a Ducati Authorised Service Centre.

The service warning indication can be reset only by the Authorised Ducati Service Centre during servicing.

There are 3 types of scheduled maintenance interventions:

- OIL SERVICE ZERO: service at the first 1000 km (600 mi);
- OIL SERVICE and SERVICE DATE: oil service or annual service (requiring the same maintenance operations);
- DESMO SERVICE.

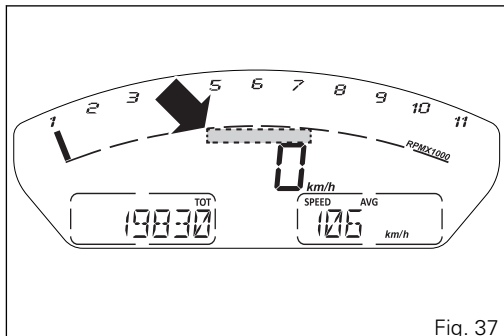


Fig. 37

OIL SERVICE zero warning

The first maintenance indication is OIL SERVICE zero, enabled for 5 seconds upon each key-on when the odometer counter reaches the first 1,000 km (600 mi).

The indication includes displaying for 5 seconds the flashing message "SERVICE", the Oil symbol and the message "OIL" upon each Key-ON; after 5 seconds, both the message "SERVICE" and the Oil symbol become steady until Key-OFF or until an Authorised Ducati Service Centre performs a reset.

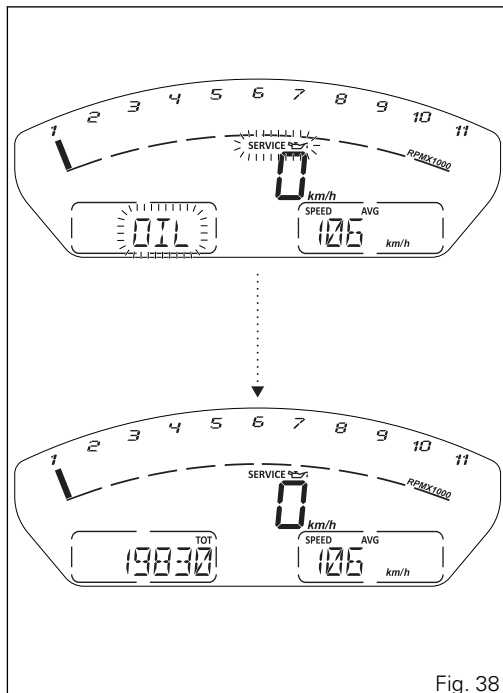


Fig. 38

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE countdown indication

After OIL SERVICE zero indication first reset (at 1,000 km - 600 mi), the instrument panel activates the following indications for 5 seconds upon Key-ON:

- the count of the mileage in kilometres (miles) remaining before the next OIL SERVICE (A) 1000 km (600 mi) earlier than the service threshold;
- the count of the days remaining before the next SERVICE DATE (B) 30 days earlier than the service threshold;
- the count of the mileage in kilometres (miles) remaining before the next DESMO SERVICE (C) 1000 km (600 mi) earlier than the service threshold.

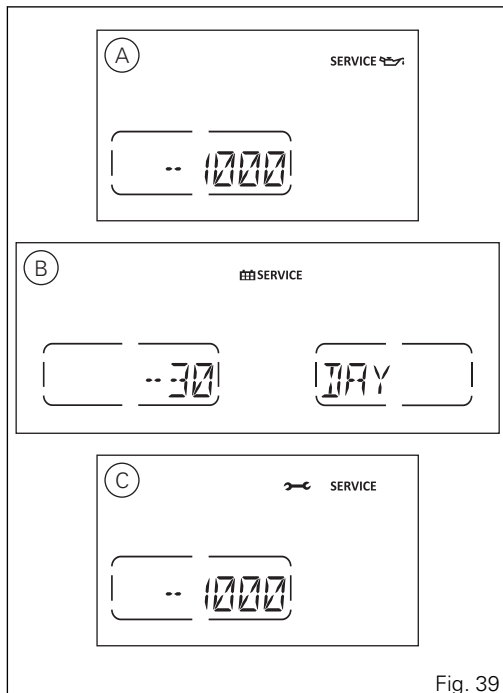


Fig. 39

OIL SERVICE or ANNUAL SERVICE or DESMO SERVICE indication

When the service threshold is reached, the warning for the type of service required is triggered:

- OIL SERVICE (A);
- SERVICE DATE (B);
- DESMO SERVICE (C).

The indication includes displaying for 5 seconds the flashing message SERVICE, the Oil or the Desmo or DATE symbols as well as the message OIL or DESMO or DATE upon each Key-ON; after 5 seconds, both the message SERVICE and the Oil or Desmo or DATE symbols become steady until Key-OFF or until an Authorised Ducati Service Centre performs a Reset.

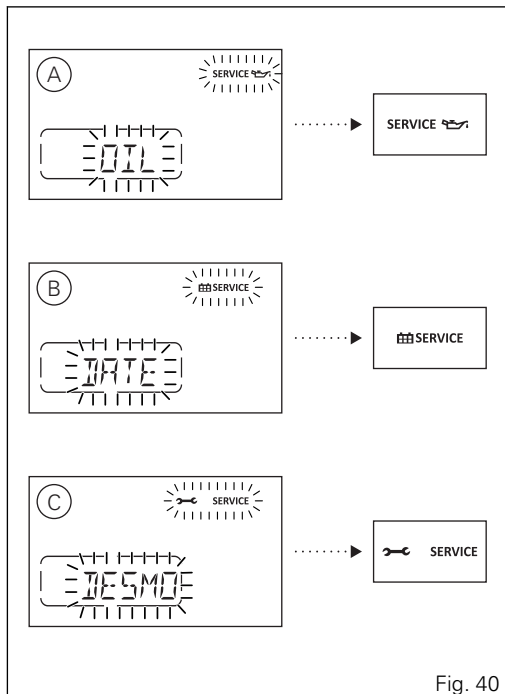


Fig. 40

Warnings/Alarms (WARNING)

The instrument panel manages a number of warnings / alarms, aimed at giving useful information to the rider during use.

Upon Key-On, if there are any active warnings, the instrument panel displays the present warnings.

During normal use, whenever a warning is triggered, the instrument panel automatically displays the warning.

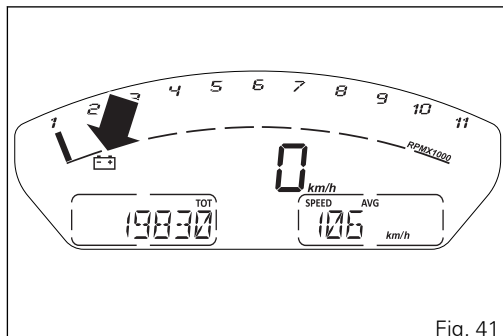


Fig. 41

Low battery indication (LOW Battery)

This function warns the user that the status of the vehicle battery is low.

Warning is activated when battery voltage is lower than/equal to 11.0 Volt.



Note

In this case, Ducati recommends charging battery in the shortest delay using the special instrument as engine could not be started.



Fig. 42

Date setting

This "warning" indicates that it is necessary to enter the date through the setting Menu. The instrument panel shows "INSERT" and "DATE" 6 seconds upon Key-ON.

High engine temperature

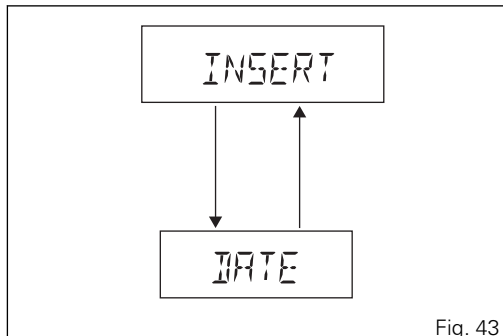


Fig. 43

Error warnings

The instrument panel manages error warnings in order to allow the rider to identify any abnormal motorcycle behaviour in real time.

Upon Key-On, in case of errors, the instrument panel turns on the MIL light (A) (in case of errors directly connected to the engine control unit) or the Generic Error light (B) (in case of any other errors).

During normal operation, when an error is triggered, the instrument panel turns on the MIL light (A) or the Generic Error light (B).



Warning

When one or more errors are displayed, always contact a Ducati Dealer or authorised Service Centre.

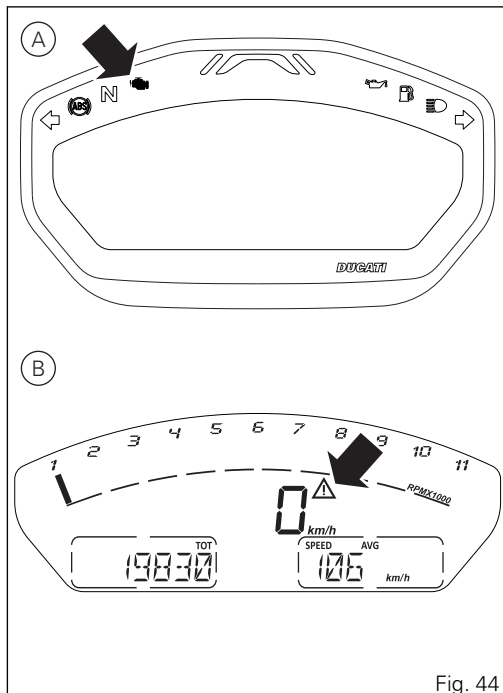


Fig. 44

Viewing side stand status

The instrument panel receives information on side stand status and if side stand is down/open, the icon "SIDE STAND" is displayed.

In case of side stand sensor fault, the instrument panel will display the stand down/up indication with MIL light on.

If instrument panel does not receive side stand status, stand down/open SIDE STAND indication will flash to indicate an undefined status.

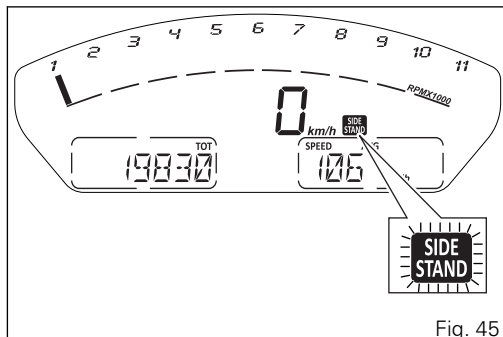


Fig. 45

Setting menu

This menu allows enabling, disabling and setting some motorcycle functions.

To enter the Setting Menu it is necessary to hold button (4) for two seconds, with Key-ON and motorcycle actual speed \leq (lower than or equal to) 5 km/h (3.1 mph): within this menu, it is no longer possible to view any other function.

The Setting MENU displays the following functions:

- PIN CODE (PIN)
- BACK LIGHT(B.L)
- CLOCK SETTING (CLK)
- DATE SETTING (DAT)
- INFO SERVICE (SRV)
- ABS On/Off (ABS)
- UNITS SETTING (UNT)
- BATTERY (BAT)
- RPM (RPM)
- BLUETOOTH (only if the relevant control unit is fitted) (B.T.)



Important

For safety reasons, it is recommended to use this Menu with the motorcycle at a standstill.

Press buttons (1) and (2) to highlight in Menu 2 the customisable parameters one by one: in particular, use button (2) to display the following item and button (1) to highlight the previous item.

After displaying the required parameter, press button (4) to open the corresponding menu page.

If function is not available or temporarily disabled, the menu page can not be opened.

To quit the Setting Menu you shall highlight "EXIT" and press button (4).

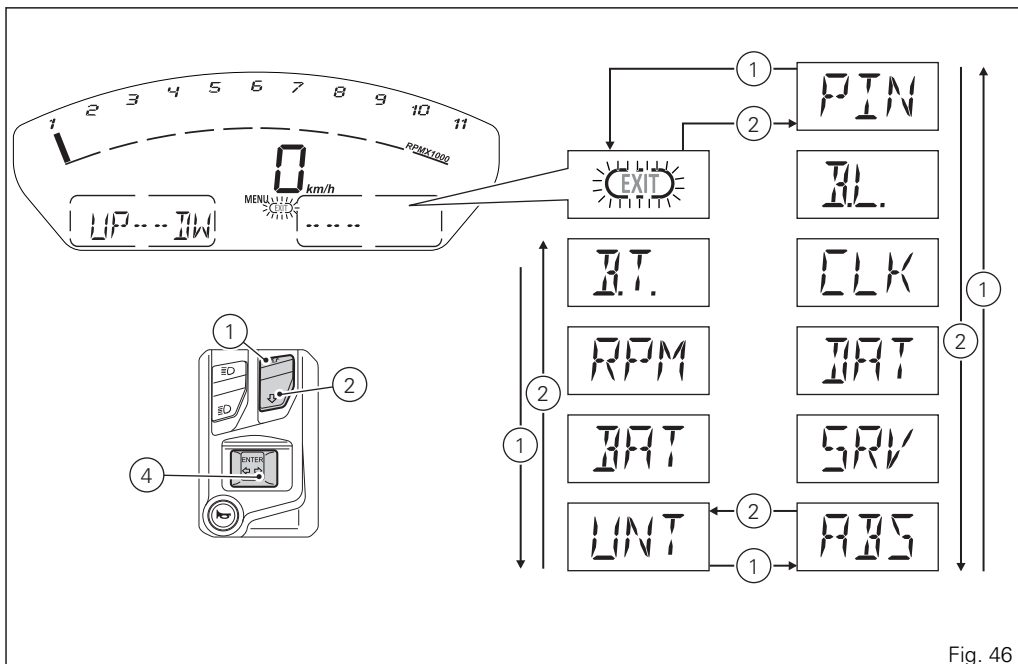


Fig. 46

PIN CODE

This function allows the user to activate or modify the PIN CODE.

The PIN CODE is initially not present in the motorcycle, it must be activated by the user by entering his/her 4-digit PIN in the instrument panel, otherwise the motorcycle cannot be started temporarily in the case of a malfunction.

To activate this function, refer to "Activating the PIN CODE" procedure.

To change the PIN refer to "Changing the PIN CODE" procedure.

In order to temporarily start the motorcycle in case of malfunction, please refer to the Vehicle Overriding procedure page 131.



Warning

The motorcycle owner must activate (store) the PIN code; if there is already a stored PIN, contact an Authorised Ducati Dealer to have the function "reset". To perform this procedure, the Authorised Ducati Dealer may ask you to demonstrate that you are the owner of the motorcycle.

Activating the PIN CODE

To activate the PIN CODE function and enter your own PIN CODE you must open the Setting Menu. Select PIN option, by pressing button (1) or (2). Once function is highlighted, press button (4).



Note

If upon accessing this function, the "O : " (Old) indication is displayed together with four flashing dashes " - - - - ", a PIN code is already stored and the Function is already active.

When accessing the function, the display will show "N:" (new) followed by four flashing dashes " - - - - ". To go back to the previous indication without activating a PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again. Entering the code:

- 1) Press button (4), only one digit indicating "0" starts flashing;
- 2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";

- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

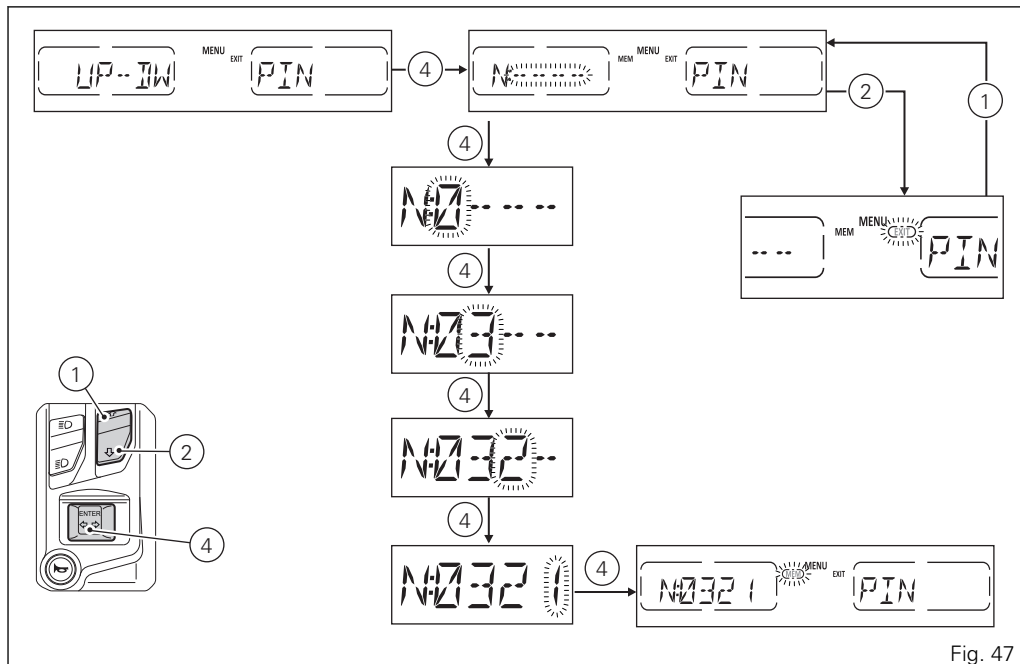


Fig. 47

When you press button (4) to confirm the fourth and last digit, the instrument panel highlights the message "MEM" and the relevant box.

To memorise the entered PIN, keep button (4) pressed for 2 seconds.

If settings have been saved, the message "MEM" and the relevant box will be shown steady ON for 2 seconds, and then the "EXIT" box will start flashing.

Once the first PIN CODE is stored, this menu page is no longer available and is replaced by the page for changing the PIN CODE.

To quit, press button (4).

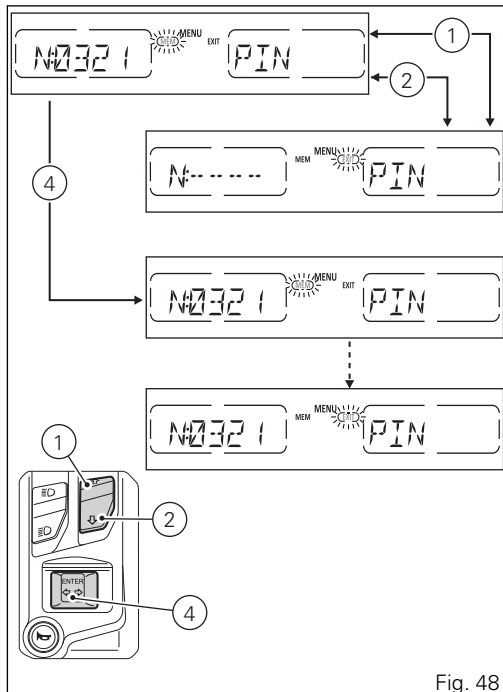


Fig. 48

Changing the PIN CODE

To change the existing PIN CODE and activate a new one, you must open the Setting Menu.

Select "PIN" option, by pressing button (1) or (2). Once function is highlighted, press button (4).



Note

If upon accessing this function, the "N : " (New) and four flashing dashes "----" are shown, it means that the PIN CODE has never been activated and it is necessary to do it.

When accessing the function, the display will show "O: " (old) followed by four flashing dashes "- - - -".



Note

To change the PIN CODE, you must know the already stored PIN.

To go back to the previous indication without modifying the PIN CODE, press button (2); as soon as the "EXIT" box starts flashing, press button (4) again.

Entering the "old" code:

- 1) Press button (4), only one digit indicating "0" starts flashing;
- 2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the 4 digits of the PIN CODE.

After pressing button (4) to confirm the fourth and last figure, the 4-digit code stops flashing.

Press button (4) for 2 seconds to check the entered PIN CODE. After 2 seconds:

- if the PIN CODE is correct (D), the instrument panel shows "OK" flashing for 2 seconds, followed by "N: " (new) and four flashing dashes "- - -" relevant to the new PIN CODE;
- if the PIN CODE is not correct (E), the instrument panel shows "ERR." flashing for 2 seconds, followed by "ERROR".

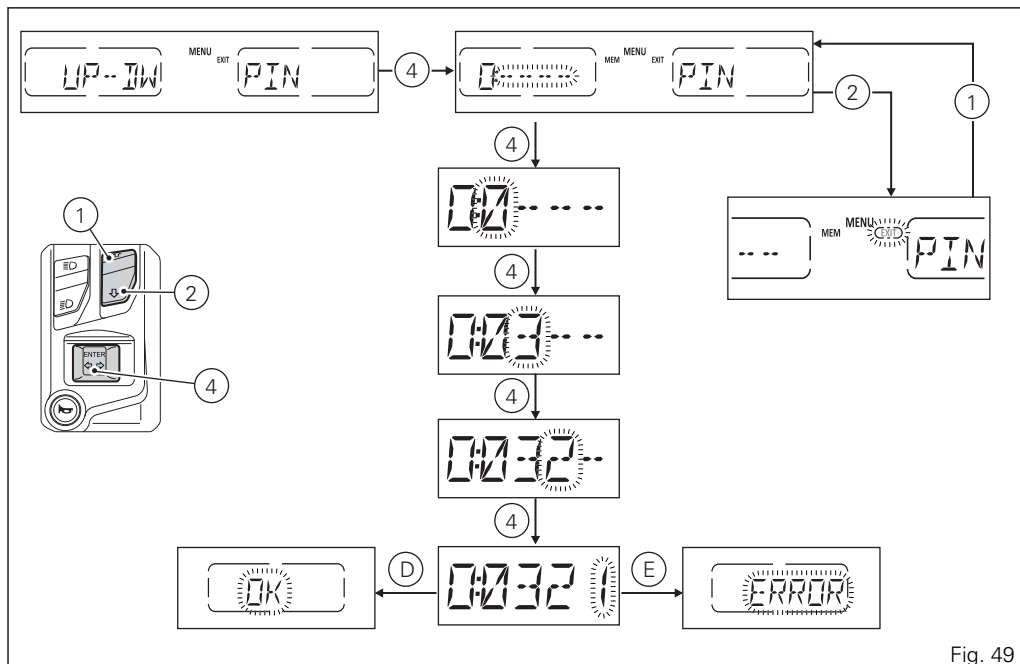


Fig. 49

Repeat the procedures until you confirm all the digits of the PIN CODE.

Entering the "new" code:

- 1) Press button (4), only one digit indicating "0" starts flashing;
- 2) Each time you press button (1) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (2) the displayed number decreases by one (- 1) up to "0" and then starts back from "9";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the digits of the PIN CODE.

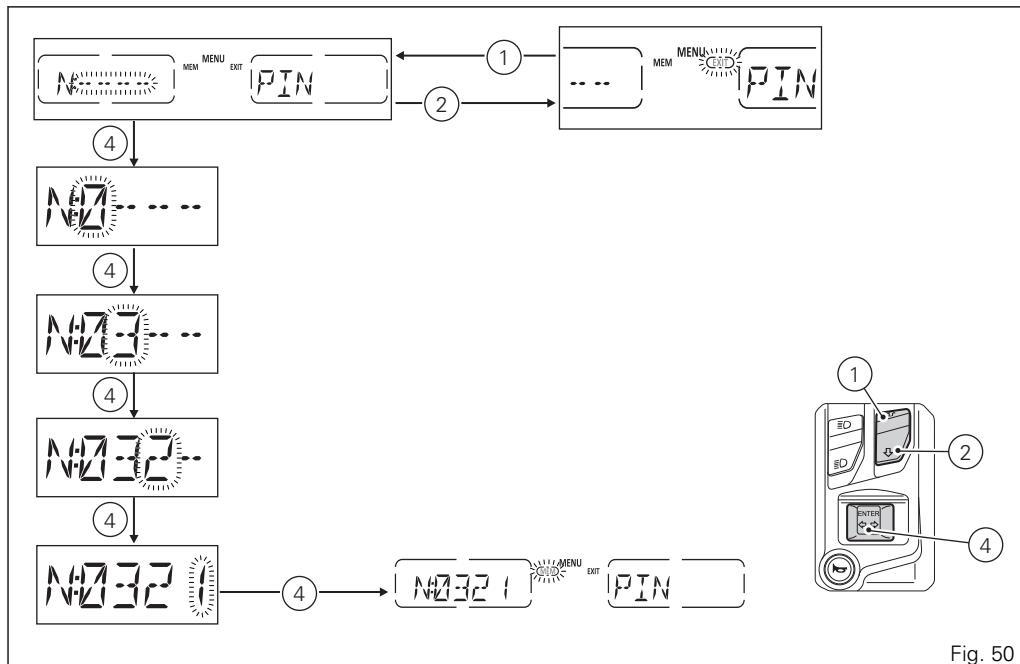



Fig. 50

To quit, press button (4).



Note

 You can change your PIN CODE an unlimited number of times.

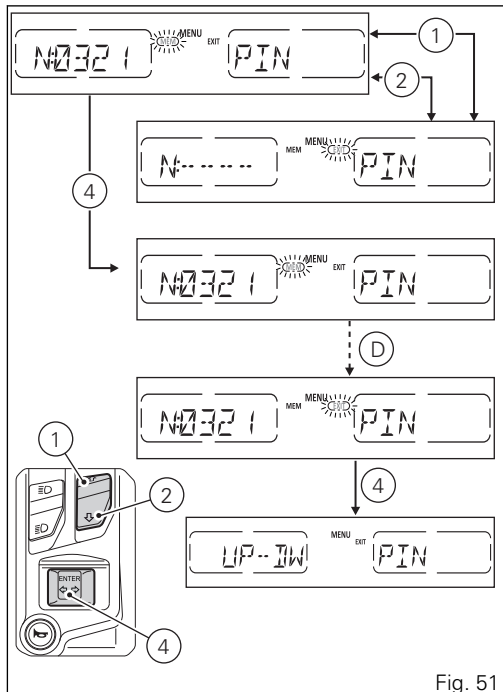


Fig. 51

Backlighting regulation

This function allows adjusting the backlighting intensity.

To set the backlighting enter the SETTING MENU, use buttons (1) and (2) to select "B.L." and press button (4) to confirm.

When accessing the function, the active mode flashes whereas the MENU and EXIT messages will be steady on.

Use buttons (1) and (2) to select the desired brightness level (HIGH, MEDIUM, LOW) and press button (4) to confirm.

Select HIGH to set the display backlighting maximum brightness - recommended in conditions of strong ambient light.

Select MEDIUM to set the display backlighting medium brightness (70%) - recommended in conditions of medium/low ambient light.

Select LOW to set the display backlighting minimum brightness (50%) - recommended in conditions of low ambient light and/or during the night.

To save the new setting, hold button (4) for 2 seconds while the message "MEM" is highlighted with flashing frame.

After saving, the display will show MEM-OK for 2 seconds; then, "EXIT" will be highlighted with flashing

frame. To exit the menu and go back to previous page, press button (4).



Note

In the event of an interruption of the power supply from the Battery, when power is restored, at the next Key-On, the backlighting will always be set by default to maximum brightness.

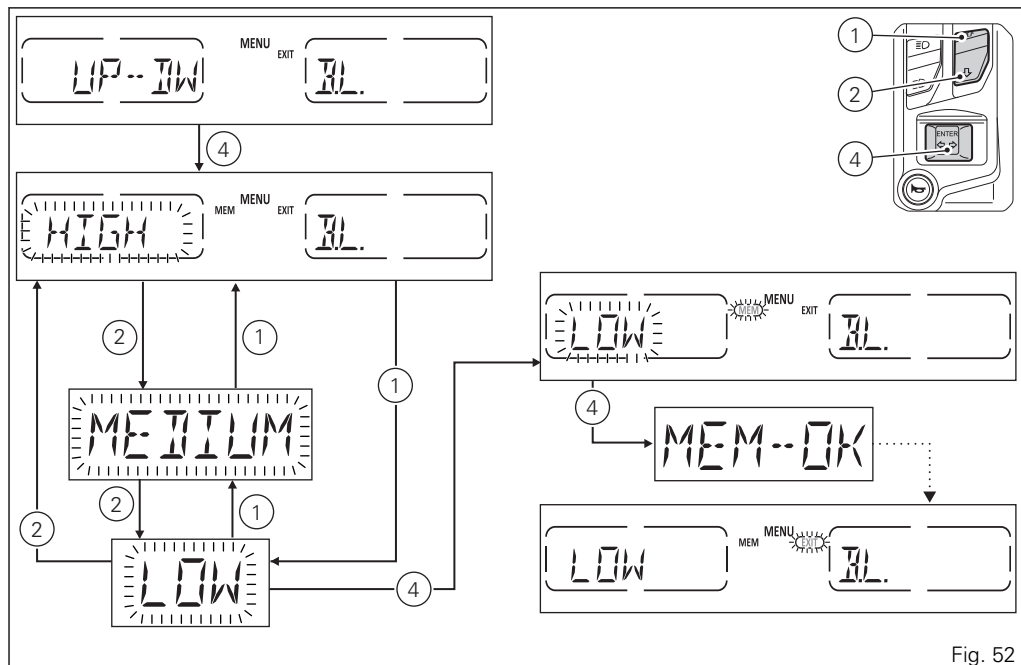


Fig. 52

Clock setting

This function allows user to set or adjust the time. You enter the Setting Menu. Select "CLK" option, by pressing button (1) or (2).

Once function is highlighted, press button (4). You open the "CLK" Menu.

It is possible to set the clock as follows:

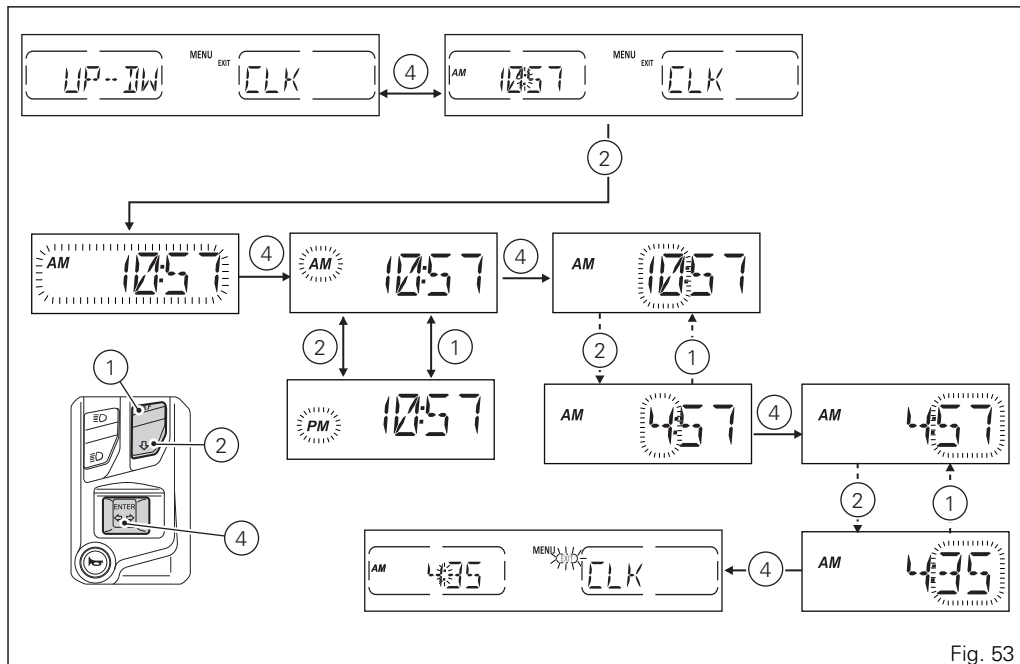
- the "AM" indication starts flashing;
 - if you press button (2) the "PM" indication starts flashing;
 - press button (1) to go back to previous step.
- press button (4) to shift to hour setting, hours will start flashing;
 - each time you press button (1), the digit will increase by one hour. If you hold button (1) down, the number increases cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash);
 - each time you press button (2), the digit will decrease by one hour. If you hold button (2) down, the number decrease cyclically in steps of one hour every second (when the button is held depressed, the hours do not flash);
- pressing button (4) gives access to the minute setting mode; minutes start to flash;
 - each time you press button (1), the digit will increase cyclically by one minute. If you hold button (1) down, the number increases cyclically in steps of one minute every second (when the button is held depressed, the hours do not flash);
 - each time you press button (2), the digit will decrease cyclically by one minute. If you hold button (2) down, the number decreases cyclically in steps of one minute every second (when the button is held depressed, the hours do not flash);

To confirm (store) the new set time press button (4). The EXIT box starts flashing, press button (4) to go back to the setting menu.
To quit, press button (4).



Note

Every time the battery is disconnected, the clock is reset and must be set again by the user.



Date setting

This function allows user to set or change the date.

You enter the Setting MENU.

Select "DAT" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).



Important

Every time the battery is disconnected, the calendar date is reset and must be set again.

The displayed available settings are:

- Y: year
- M: month
- D: day

with the two-digit value next to each item.

When entering the function, the "Y" indication will flash.

To set and/or change the date, use buttons (1) and (2) to select the field to be modified (Y for year, M for month, D for day) and press button (4).

To go back to the previous page (setting menu), select EXIT and press button (4).

Year setting

Select "Y" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

Year two-digit value starts flashing.

Press button (2) to decrease year value by 1 unit: 99, 98, ... 00, 99. Keep button (2) pressed to make counter decrease in steps of 1 year per second (hours will not flash while button is pressed).

Press button (1) to increase year value by 1 unit: 00, 01, ... 99, 00. Keep button (1) pressed to make counter increase in steps of 1 year per second (years will not flash while button is pressed).

Once you reach the value to be set, press button (4) and the set year will stop flashing.

Month setting

Select "M" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

Month two-digit value starts flashing.

Press button (2) to decrease month value by 1 unit: 12, 11, ... 01, 12. Keep button (2) pressed to make counter decrease in steps of 1 month per second (months will not flash while button is pressed).

Press button (1) to increase month value by 1 unit: 01, 02, ... 12, 01. Keep button (1) pressed to make counter increase in steps of 1 month per second (months will not flash while button is pressed).

Once you reach the value to be set, press button (4) and the set month will stop flashing.

Day setting

Select "D" option, by pressing button (1) or (2).

Once option is highlighted, press button (4).

Day two-digit value starts flashing.

Press button (2) to decrease day value by 1 unit: 31, 30, ... 01, 31. Keep button (2) pressed to make counter decrease in steps of 1 day per second (days will not flash while button is pressed).

Press button (1) to increase day value by 1 unit: 01, 02, ... 31, 01. Keep button (1) pressed to make counter increase in steps of 1 day per second (days will not flash while button is pressed).

Once you reach the value to be set, press button (4) and the set day will stop flashing.

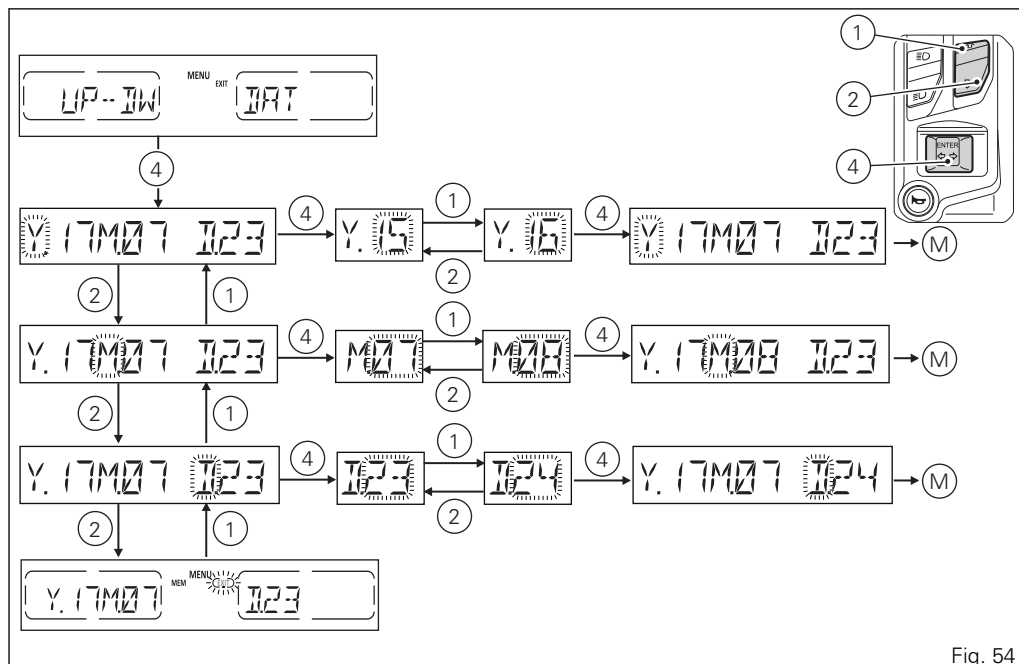


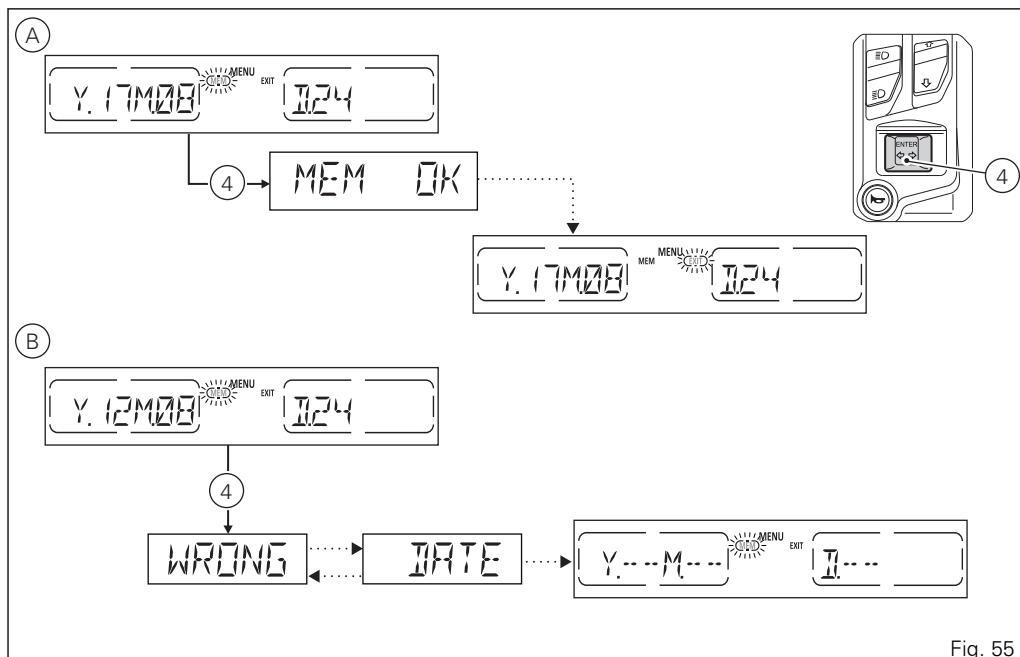
Fig. 54

Storing the date

To store set/modified date, select MEM using buttons (1) and (2) and press button (4) for 2 seconds. The instrument panel will display "MEM OK" for two seconds and then automatically highlight "EXIT".

If date is not correct, the instrument panel will display "WRONG DATE" flashing for three seconds and then will automatically highlight EXIT, while date is indicated as "-- --" steady. It is still possible to set a new date.

To go back to previous page (setting menu page), press button (4) when EXIT is highlighted.



Service information

This Function allows viewing information about the remaining time or mileage until the next Desmo Service, Oil Service and Annual Service.

To view them, enter the Setting Menu, use button (1) or (2) to select SRV and press button (4).

Available information:

- Desmo Service: indicates the km (or mile) count-down to the next DESMO SERVICE: it is displayed when the Desmo Service symbol (A) flashes;
- Oil Service: indicates the km (or mile) count-down to the next OIL SERVICE: it is displayed when the Oil Service symbol (B) flashes;
- Annual Service: indicates the ANNUAL SERVICE expiration date: it is displayed when the symbol DATE (C) flashes.

When accessing the menu, the word SERVICE is steady on, the Desmo Service symbol (A) flashes and the km (or miles) count-down to the next DESMO SERVICE is displayed.

By pressing button (1) or (2), the Oil Service symbol (B) starts flashing: the display shows the km (or miles) count-down to the next OIL SERVICE.

By pressing button (1) again or button (2) the display shows the symbol DATE (C) flashing: the ANNUAL SERVICE expiration date is displayed.

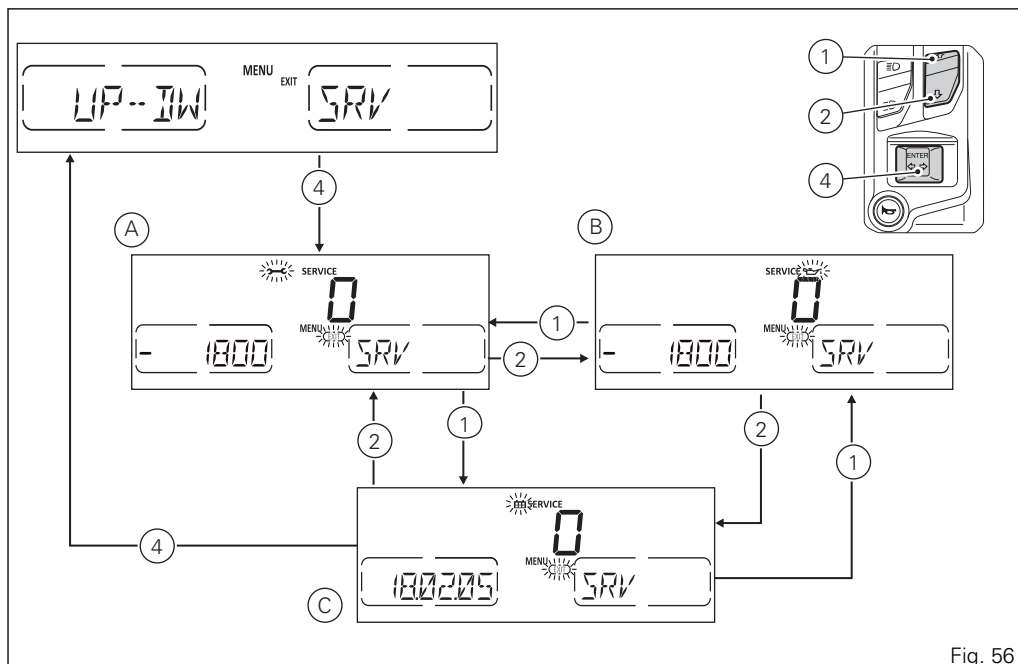


Fig. 56

ABS enabling/disabling

This function allows enabling or disabling the ABS system. You enter the Setting Menu.

Select "ABS" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

When entering the function in Menu 2, the currently set ABS status will be displayed:

ON = enabled, OFF = disabled.

Menu 1 indicates the available alternative option (RQ): "RQ. OFF" when the status is ON, "RQ. ON" when the status is OFF.

When entering the function, being EXIT selected with flashing box, to quit without changing the set state press button (4).

To select a different status than the one set, press button (1); the alternative option starts flashing in Menu 1: "OFF" flashing if the ABS is ON; "ON" flashing if the ABS is OFF.

To have the word "EXIT" flashing again, press button (2).

Once the status has been selected, press button (4) for 2 seconds to confirm. WAIT is displayed in Menu 1 for approx. 5 seconds. New status will then become steady on and "EXIT" box will be flashing.

Press button (4) to quit the function.



Note

By setting OFF, the ABS will be disabled and the relevant warning light will start flashing.



Important

When setting the ABS OFF, Ducati recommends paying particular attention to the braking and riding style.

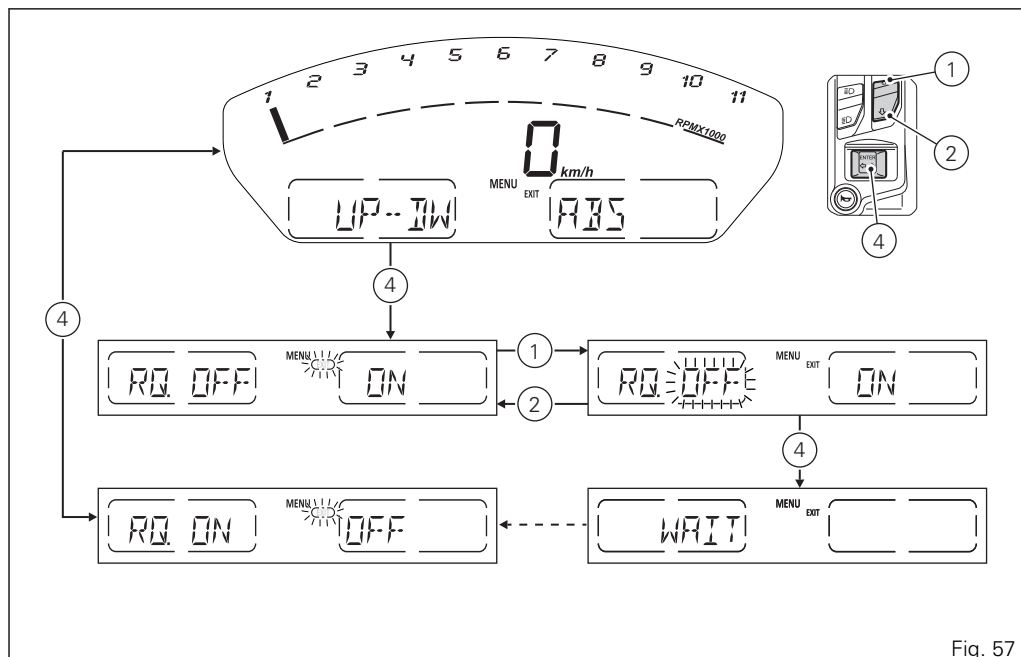


Fig. 57

If the ABS is in fault, "ERR" is displayed in Menu 2 when entering the function and Menu 1 will indicate "NO RQ.", since no selection is actually possible. "EXIT" box is flashing. Press button (4) to quit the function.

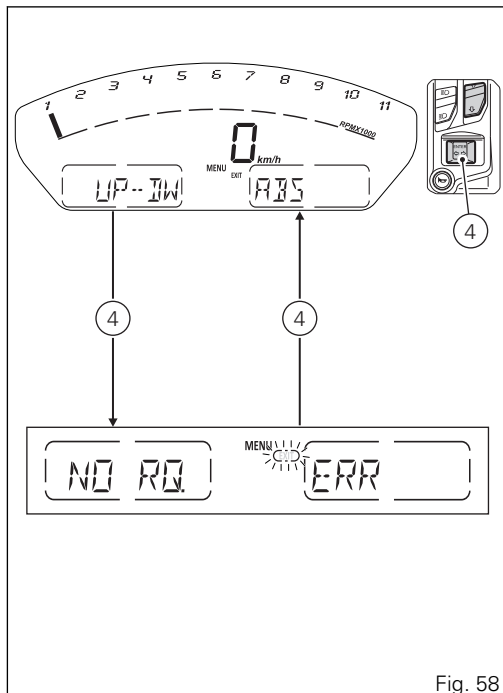


Fig. 58

Setting the units of measurement

This function allows changing the units of measurement of the displayed values.

To manually set the units of measurement, you must enter the SETTING MENU.

Select "UNT" option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

When entering this function, use buttons (1) and (2) to select the parameter for which you want to set a new unit of measurement or to restore the default settings:

- SPEED;
- temperature (TEMP);

Besides the settings that can be modified, it is possible to select the "DEFAULT" box to restore the default units of measurement.

To exit the menu and go back to previous page, select EXIT and press button (4).

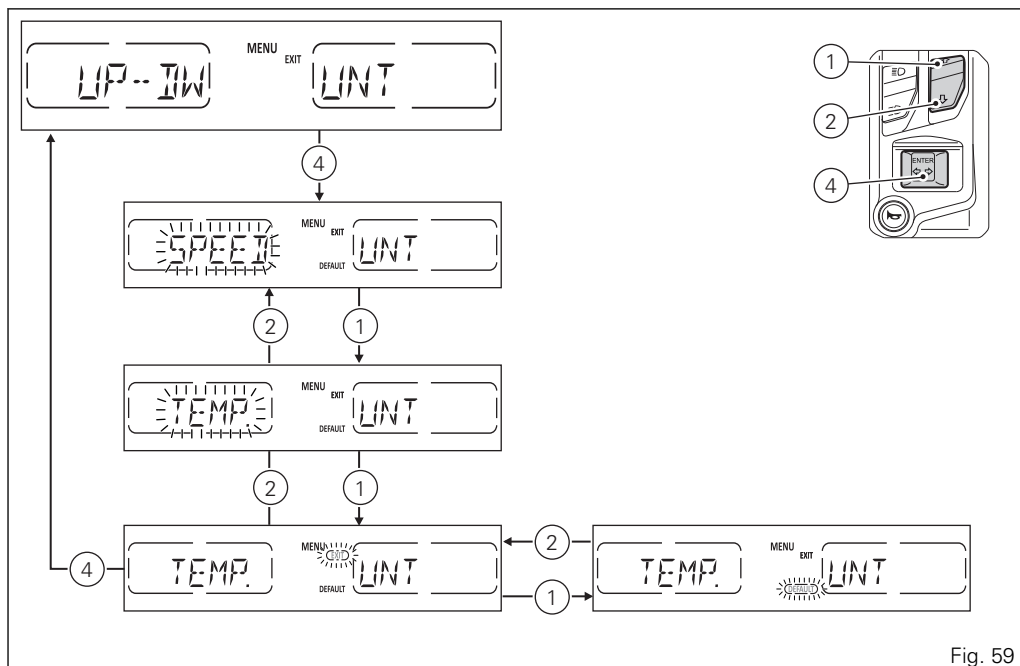


Fig. 59

Setting the units of measurement: Speed

This function allows to change the units of measurement of speed (and hence even the ones of distance travelled).

You open the "UNT" menu, as described on the previous pages.

Select "SPEED" option, by pressing button (1) or (2). Once function is highlighted, press button (4). You open the "SPEED" menu.

When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: km/h, mph.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the SPEED indication starts flashing again.

Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window. The selected unit of measurement will be used by the instrument panel for the following indications:

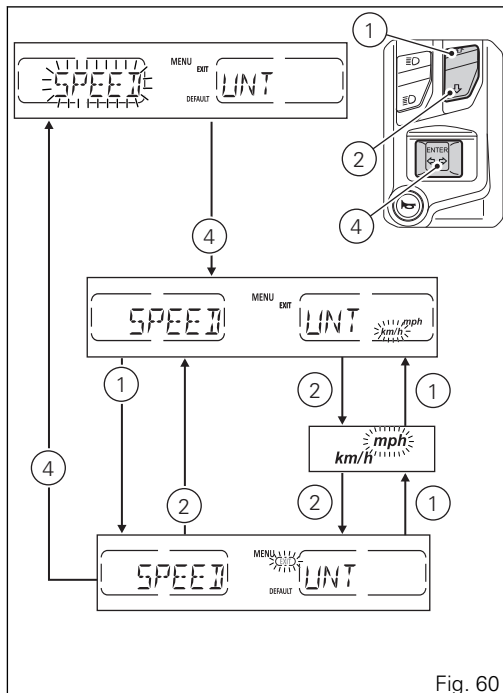


Fig. 60

- Motorcycle speed and Average speed (km/h or mph);
- Odometer, Trip1, Trip2 and Range (km or mi).

Setting the units of measurement: Temperature

This function allows you to change the units of measurement of the temperature.

You open the "UNT" menu, as described on the previous pages.

Select "TEMP." option, by pressing button (1) or (2).

Once function is highlighted, press button (4).

You open the "TEMP." menu. When you enter the function, the current unit of measurement is displayed flashing, followed by the list of the possible units steady ON: °C, °F.

Press buttons (1) and (2) to highlight the units of measurement one by one: in particular, use button (2) to highlight the following item and button (1) to highlight the previous item. Select the required unit of measurement and then press button (4) to confirm the selected unit; then the selected unit of measurement is saved in the instrument panel and the TEMPERATURE indication starts flashing again. Press button (1) to make the EXIT box flash; press button (4) to quit and go back to the previous window.

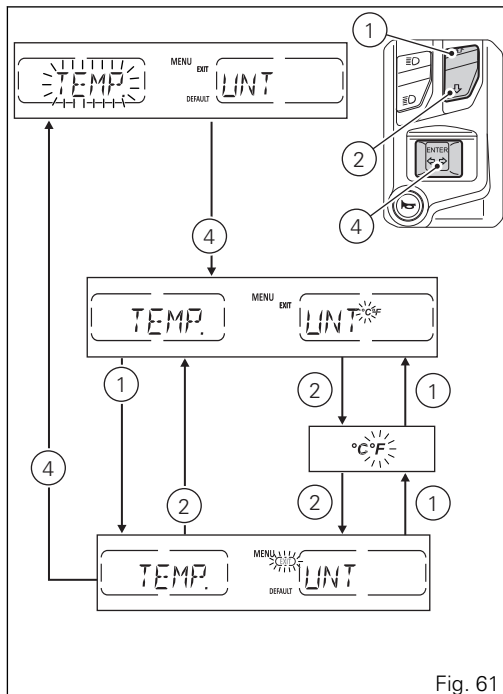


Fig. 61

Setting the units of measurement: Reset to automatic settings

This function allows you to restore the automatic settings for the units of measurement of all indications displayed on the instrument panel. You open the "UNT" menu, as described on the previous pages. Select "DEFAULT" option, by pressing button (1) or (2).

Once function is highlighted, press button (4) for 2 seconds. The display shows WAIT for two seconds; then the "DF-OK" message indicates that the units of measurement have been restored.

To exit the menu and go back to previous page, select EXIT and press button (4).

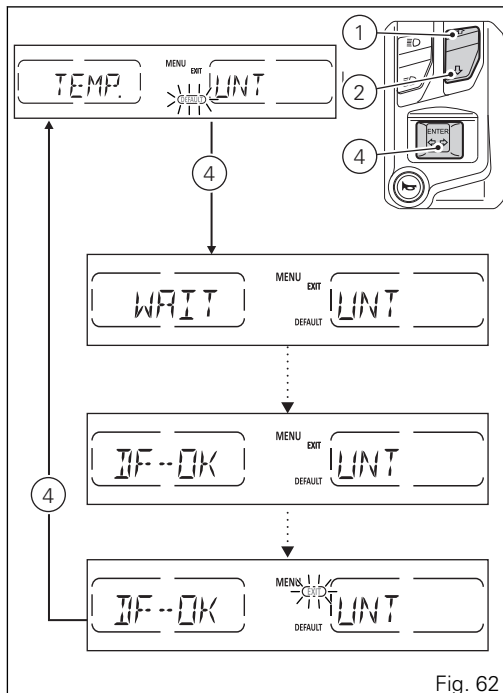


Fig. 62

Battery voltage

This function allows you to check the motorcycle battery voltage. You enter the Setting Menu. Select "BAT." option, by pressing button (1) or (2). Once function is highlighted, press CONFIRM MENU button (4).

The information will be displayed as follows:

- if battery voltage is below 11.0 V, a flashing the message "LOW" is displayed;
- if battery voltage is between 11.0 V and 11.7 V the reading will be displayed flashing;
- if battery voltage is between 11.8 V and 14.9 V the reading will be displayed steady;
- if battery voltage is between 15.0 V and 16.0 V the reading will be displayed flashing;
- if battery voltage is above 16.1 V, a flashing message "HIGH" is displayed.

To quit the menu and go back to Setting MENU main page, select "EXIT" and press button (4).

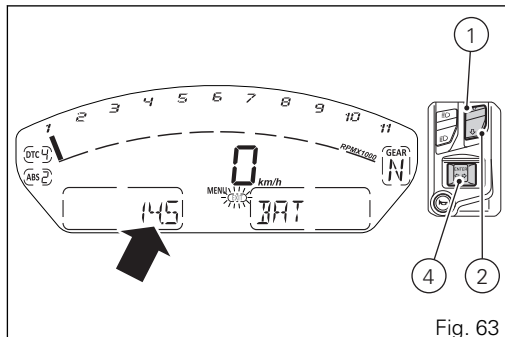


Fig. 63

Engine rpm digital indication (RPM)

This function displays the number of RPM in digital format (recommended for improved accuracy when setting idle rpm).

You enter the Setting Menu.

Select "RPM" option, by pressing button (1) or (2).

Once function is highlighted, press CONFIRM MENU button (4).

You open the "RPM" Menu. The display shows the numerical value of the engine rpm with a precision of 50 rpm.

If the instrument panel is not receiving RPM value, a string of five steady dashes "- - - - -" is displayed to indicate an undefined reading.

To quit the menu and go back to Setting Menu main page, select EXIT and press button (4).

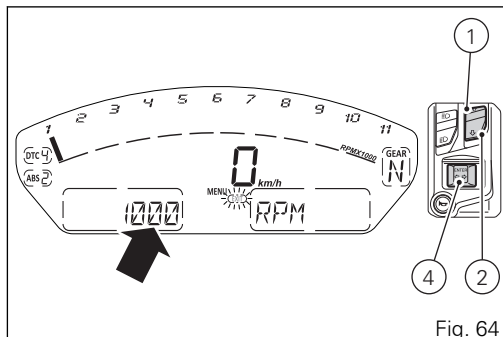


Fig. 64

Bluetooth device setting

This function can be activated only if the Ducati Multimedia System (DMS) and the Bluetooth control unit are available: for this model the Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.

This function allows pairing and/or deleting any paired Bluetooth devices.

To do this, you must enter the Setting Menu.

Select "B.T." option, byf pressing button (1) or (2).

Once function is selected, press button (4).

You enter the "BLUETOOTH" menu, which is active only if the Bluetooth function is active.

The BLUETOOTH menu is not available if the player is active or when there is an incoming call, a call is in progress or during recall.

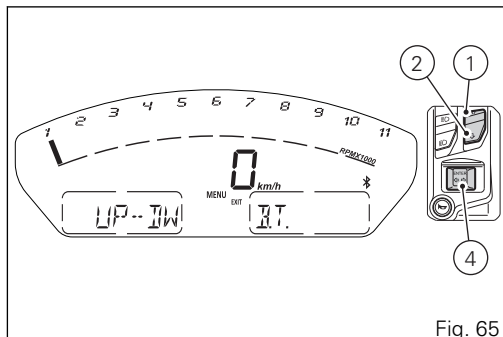


Fig. 65

To carry out the pairing procedure, refer to "Pairing of a new device".

To delete any paired devices, refer to "Deleting a paired device".

Following is the information contained in the Bluetooth Setting Menu:

- number of paired devices (from 0 to 5);
- number of devices detected during the pairing phase (from 0 to 20);
- Label Paring, Exit, Setting Menu;
- name of the first paired device, if available (in Menu 1);
- Icon of the type of paired device shown in that moment;
- "DEL" indication (delete) in Menu 2, used to delete the device.

To quit the Bluetooth Setting Menu, use buttons (1) and (2) to select EXIT and then press button (4).

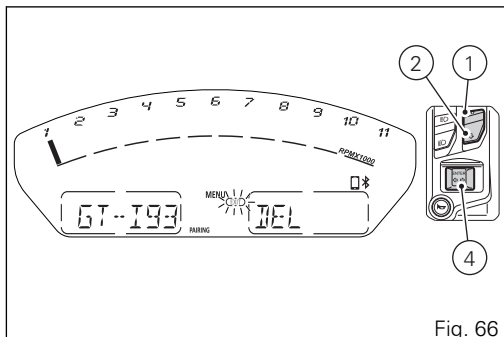


Fig. 66

Pairing of a new device

This function allows user to associate (pair) one or several Bluetooth devices by running the "PAIRING" control.

Set the Bluetooth device to ensure it can be detected by the control unit, so turn device on and make it visible to other devices.

A Bluetooth device in visible mode transmits a wireless signal allowing it to be detected by other devices. This function is called pairing mode.

The motorcycle is equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.



Warning

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Warning

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Warning

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit part no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.

When opening the BLUETOOTH menu for the first time, the first label highlighted by default will be "PAIRING".

The Pairing function is activated by pressing button (4): this runs a search for all Bluetooth devices present within a certain range. Therefore, the "WAIT." indication is displayed in Menu 1. During the search, besides the "WAIT." indication in Menu 1 also two flashing dashes are displayed.

The pairing ends automatically when devices are detected within the range.

During the pairing it is possible to use only the EXIT: to quit the pairing in progress, use buttons (1) and (2) to select EXIT and press button (4).

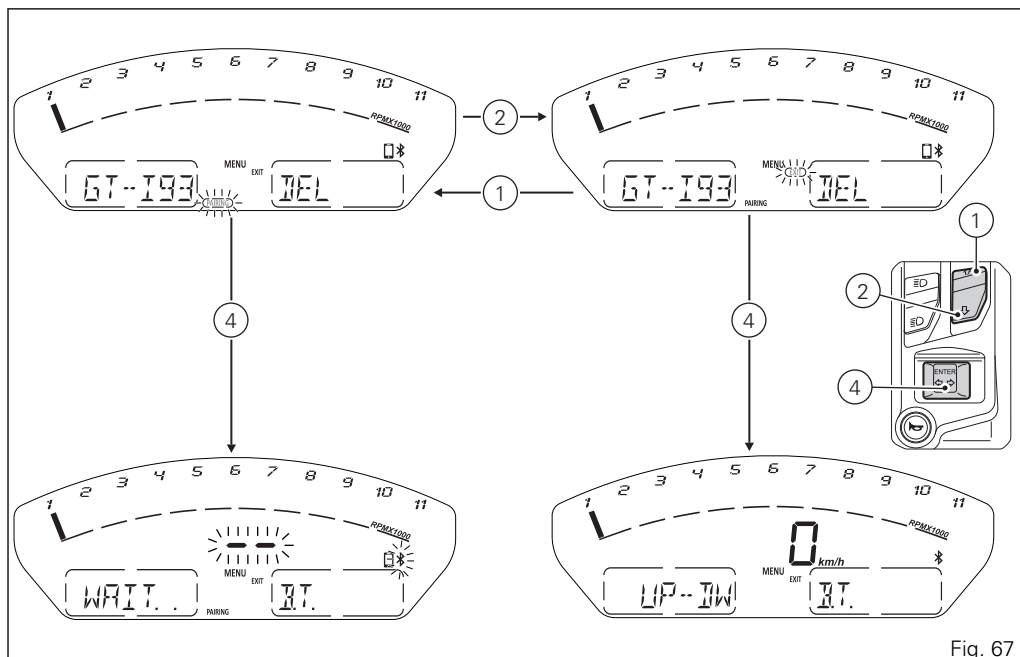


Fig. 67

At the end of the pairing, the number of the detected devices is displayed.

If the Pairing fails (A), the "PAIR" indication is displayed in Menu 1 and "OFF" in Menu 2. Now you can only quit the BLUETOOTH Setting Menu, and then go back in to run a new Pairing procedure.

If Pairing is successful (B), as soon as Bluetooth devices are detected, their name is displayed in a list: up to 20 devices can be displayed.

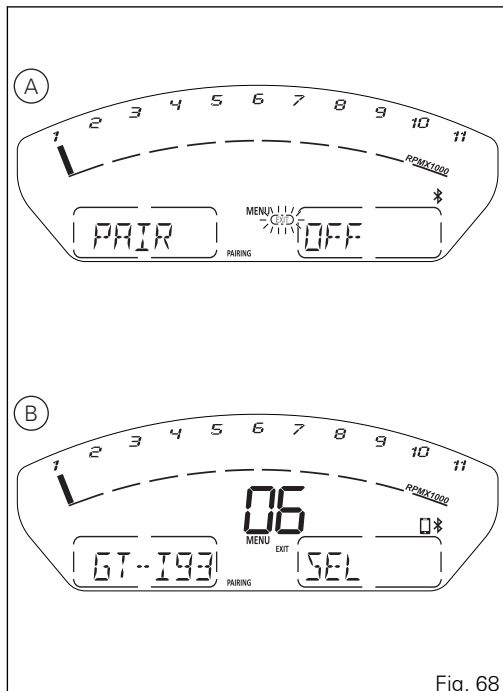


Fig. 68

The list of devices found within the range during the Pairing stage does not include already paired devices, even if their Bluetooth connection is ON.

The name of the device is scrolled on the display.

To pass from one device to the other, press buttons (1) and (2).

Once the desired device is selected, press button (4) to confirm it: Menu 2 will show "SEL" flashing.

In this condition, it is possible to use buttons (1) and (2) to select the SEL or EXIT function:

- if you select SEL and press button (4), the indication will remain steady ON in Menu 2 whereas Menu 1 will show the first six characters of the selected device. Then, the selected device will be paired.
- If you select EXIT and press button (4), you quit the Pairing function and go back to the main setting menu.

If two or more Bluetooth devices have the same name, the list of devices detected will include two or more labels with the same name.

If one of the devices detected has no name, it is not included in the list of devices detected.

It is possible to pair up to:

- two Smartphones;
- one rider helmet;
- one passenger helmet;
- one navigator.

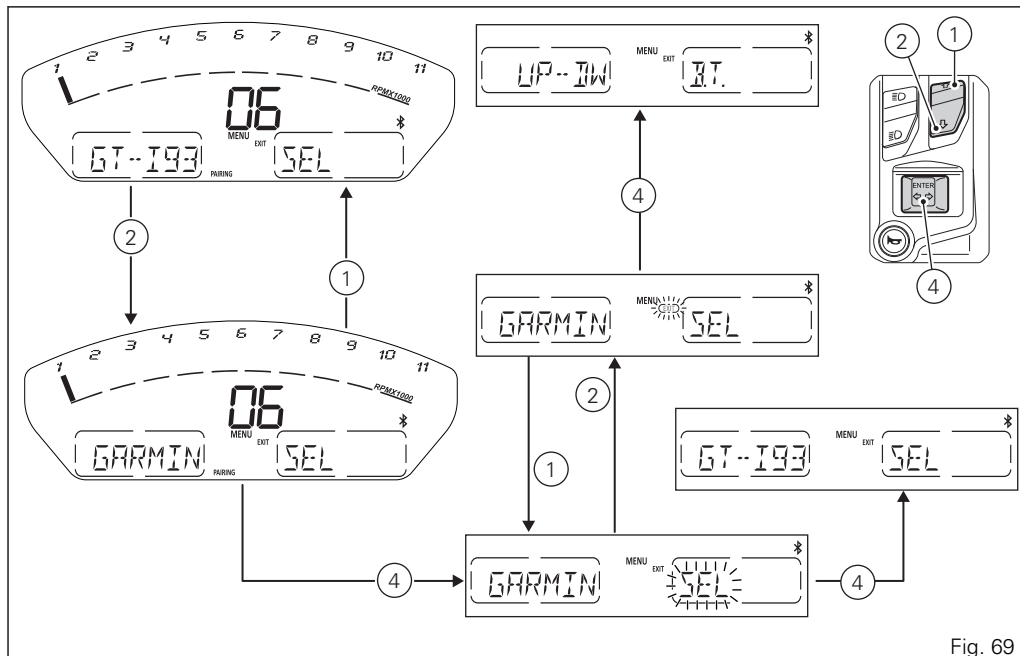


Fig. 69

If at least 5 devices have already been paired and the user attempts to run the Pairing, the following message will be displayed: "MAX 5" in Menu 1 and "DEV" in Menu 2 for 3 seconds (flashing).

After 3 seconds, Menu 1 will show the name of the first paired device and Menu 2 will show DEL to allow deleting it: for the deletion procedure of one or more devices, refer to paragraph "Deleting associated devices".

To quit the Bluetooth Setting Menu select "EXIT" and press button (4).

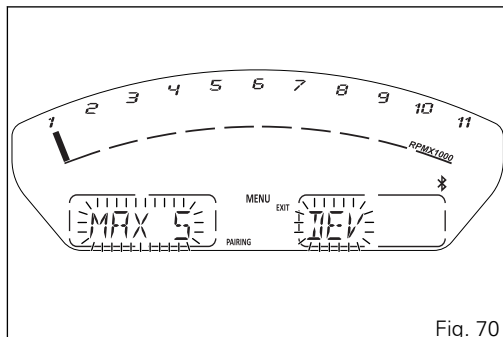


Fig. 70

When device is selected, the user must indicate the type of connected using buttons (1), (2) and then button (4) to confirm. Types of devices can be:

- Smartphone;
- Rider helmet;
- Passenger helmet;
- GPS navigation system.

If necessary, to interrupt the pairing select EXIT and press button (4). This allows quitting the pairing procedure and going back to the Bluetooth Setting Menu main page.

If, on the other hand, you confirm a device pairing, the number of paired devices will be updated (from 0 to 5).

Pairing deactivation takes place when quitting the Bluetooth Setting Menu or when no more Bluetooth devices are present.

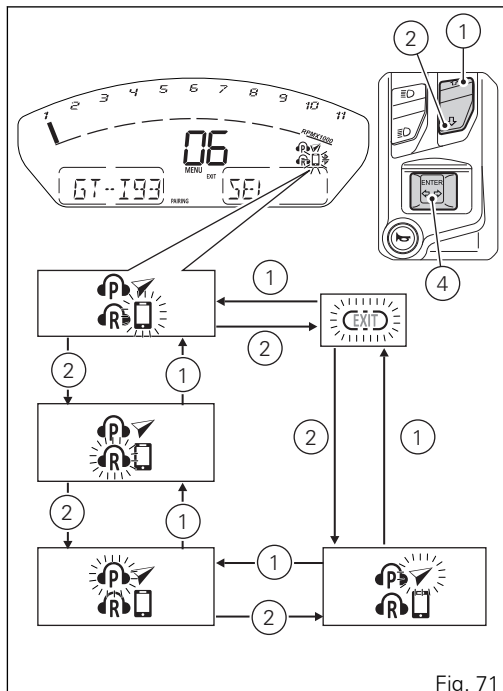


Fig. 71

To pair a Smartphone, the pairing procedure with the Bluetooth control unit requires user to enter a code (0000), which is only necessary the first time the device is paired with the Bluetooth control unit. In this case, the Instrument panel displays the PIN to be entered: "0000" in Menu 1, "PIN" in Menu 2 and the Smartphone icon flashing.

When the user enters the PIN code on the Smartphone, the display will automatically show the Bluetooth Setting Menu main page and the device will be paired.

If the user does not enter the PIN CODE on the Smartphone within 30 seconds, the instrument panel will automatically show the Bluetooth Setting Menu main page.

As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

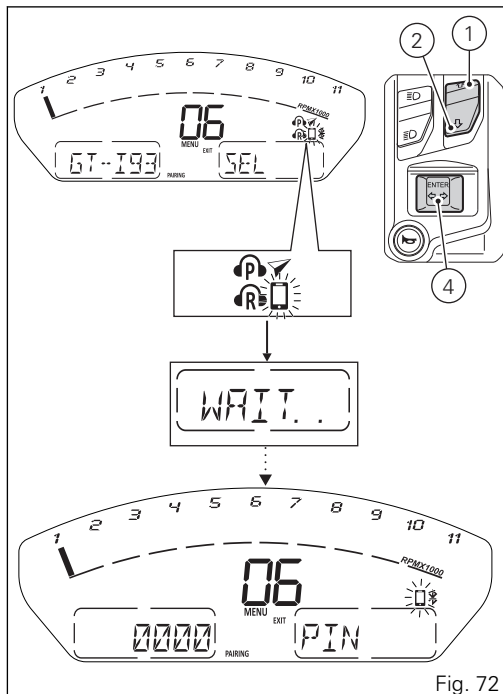


Fig. 72

If you wish to connect a Bluetooth Navigator, the connection procedure shall be completed on the navigator, by selecting the connection with the motorcycle Bluetooth control unit. In this case, during the pairing procedure, the Navigator icon will flash in the Bluetooth Setting Menu. When the Bluetooth control unit is connected to the device, the icon stops flashing and becomes steady ON.

If user does not complete the pairing procedure on the Navigator within 90 seconds, pairing screen on instrument panel will go out, and display will go back to Bluetooth Setting Menu main screen.

As soon as the pairing is finished, the indication WAIT is replaced by the name of the connected device: the complete name will be scrolled and then only the first characters will be displayed. Once the device is paired, the display will automatically show the Bluetooth Setting Menu main page.

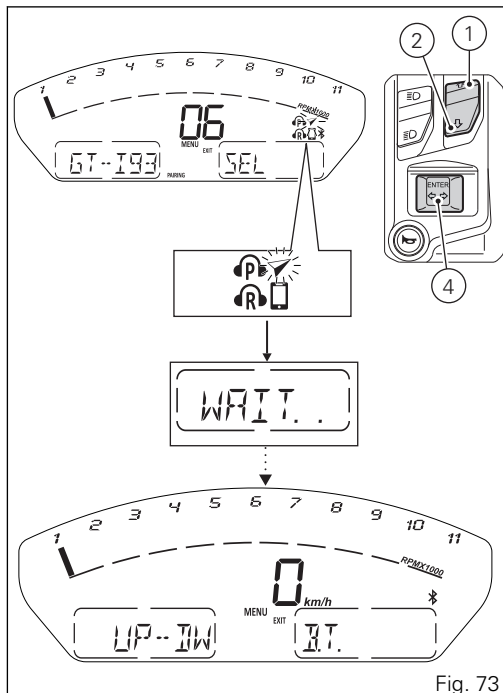


Fig. 73



Warning

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.

If no device is selected during the pairing phase, Menu 1 will show "NO DEV" and the displayed number will be ZERO. If no device is connected, no icon of the device type will be displayed.

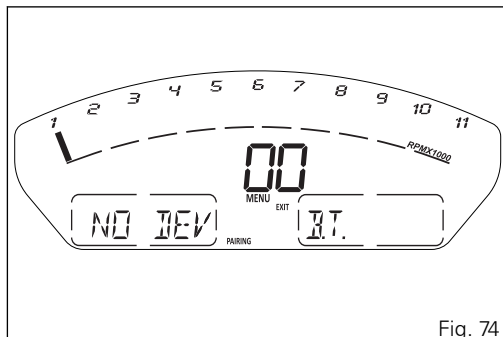


Fig. 74

Deleting associated devices

From the Bluetooth Menu it will be possible to access the list of paired devices in Menu 1. Use buttons (1) and (2) to select the desired device and confirm by pressing button (4): the DEL indication will start flashing in Menu 2.

Then, by pressing button (4) for at least two seconds, the WAIT indication will be displayed in Menu 1. As soon as the deletion procedure is completed, the number of paired devices will be automatically updated.

Now, Menu 1 will show the name of the device that followed the deleted one and the EXIT function will start flashing. Select the flashing box of the EXIT option, and press button (4) to quit the list of associated devices and go back to Setting Menu main screen.

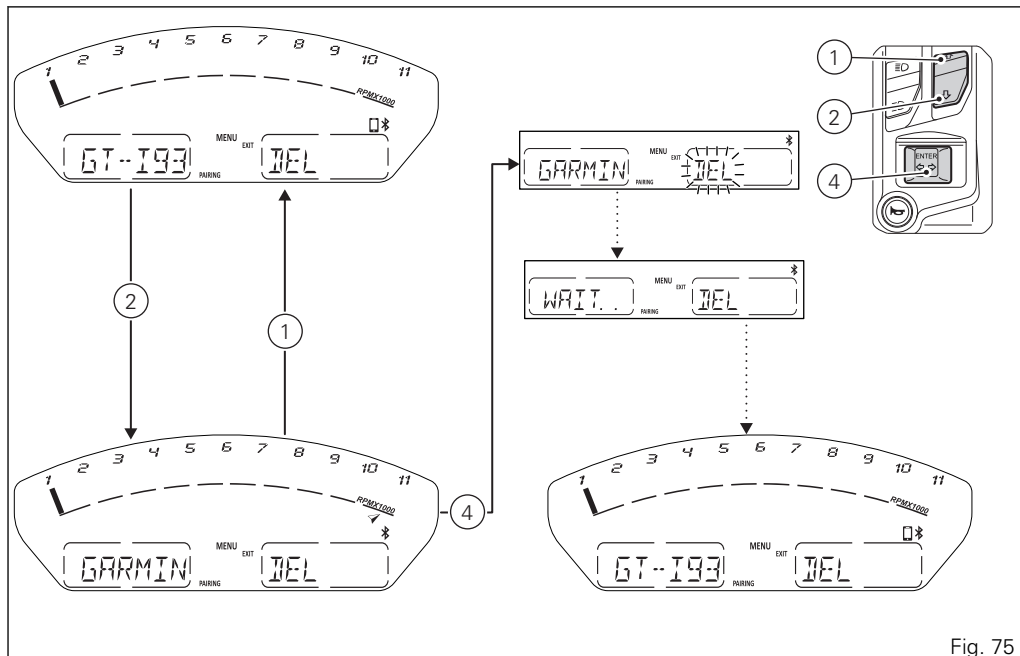


Fig. 75

Light control

Low / High beam

At Key-On, the high beam and low beam lights are OFF: only the parking lights are turned on. Once the engine is started, the low beam is automatically turned on; it is possible to switch from low beam to high beam and vice versa by pressing button (7) in positions (B) and (A). If engine is not started upon key-on, it is anyway possible to switch high/low beams on by pushing button (7) positions (B) and (A) on LH switch.

If within 60 seconds from the "manual" switching on of the low / high beam the engine is not started, the lights are disabled again (off).

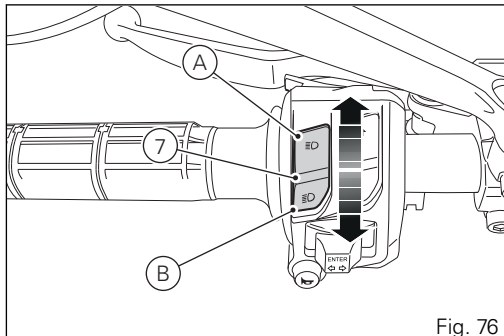
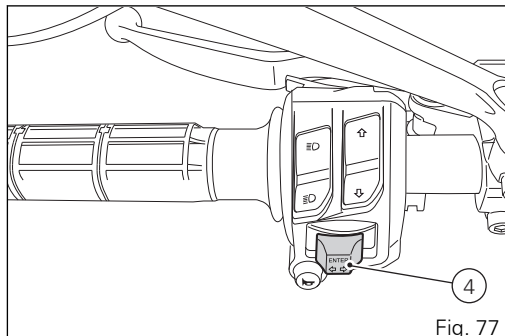


Fig. 76

Turn indicators

Turn indicators are automatically reset by the instrument panel.

After activating one of the two turn indicators, user can reset them using the button (4) on the left switch. If the turn indicator is not reset manually, the instrument panel will automatically switch it off after the motorcycle has travelled 500 m (0.3 miles) from when the turn indicator was activated. The counter for the distance travelled for automatic deactivation is only activated at speeds below 80 km/h (50 mph). If the calculation of the distance for automatic deactivation is activated and then the motorcycle exceeds a speed of 80 km/h (50 mph), the calculation will be interrupted and will restart when the speed returns below the indicated threshold.



Hazard function (4 turn indicators)

The "Hazard" function turns all four turn indicators on at the same time to signal an emergency condition. Push button (6) to activate the "Hazard" function. Activation is only possible when motorcycle is ON (i.e. when key is turned to "ON" while engine status does not matter). When the "Hazard" function is active, all four turn indicators blink at the same time as well as warning lights (7) on the instrument panel. The "Hazard" function can be disabled both with vehicle on (key turned to "ON") and vehicle off (key turned to OFF) by pressing button (6).

Once the "Hazard" function is activated, if vehicle is turned off (key turned to "OFF"), the function stays active until manually disabled by the user or for 2 hours. After 2 hours, the turn indicators switch OFF automatically in order to save battery charge.



Note

If user performs a Key-ON while the "Hazard" function is still active, the function will remain ON (temporary turn indicator control interruption is allowed during the instrument panel initial check routine).

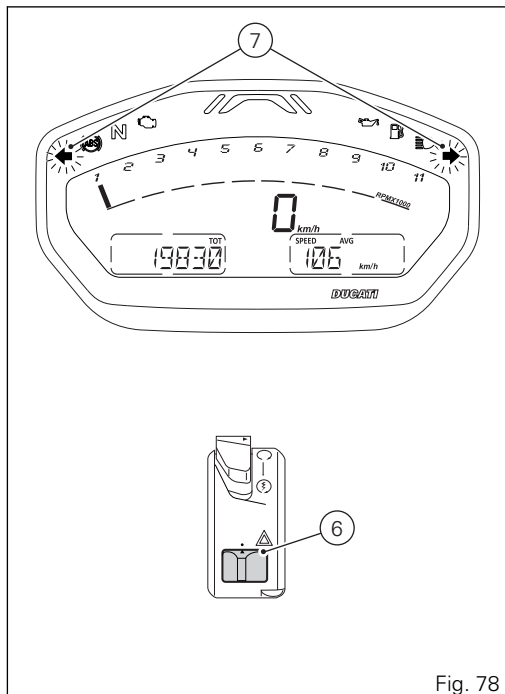


Fig. 78



Note

If there is a sudden interruption in the battery while the function is active, the instrument panel will disable the function when the voltage is restored.



Note

The "Hazard" function has higher priority compared to normal operation of the single turn indicators, this means that, as long as it is active, it will not be possible to activate the single right or left turn indicators.

Immobilizer system

To further improve the anti-theft protection, the motorcycle is equipped with an engine electronic block system (IMMOBILIZER) that is automatically activated every time the instrument panel is switched off.

Inside of each key handgrip there is an electronic device that modulates the signal sent by a special antenna integrated in the ignition switch upon starting.

Such modulated signal represents the "password", that changes upon every starting, that allows the control unit to acknowledge the key and thus starting the engine.

Keys

The motorcycle comes with 2 keys.

They contain the "Immobilizer system code".

Keys (B) are those for the standard use, i.e. to:

- start the engine;
- open the fuel tank plug;
- open the seat lock.



Warning

Separate the keys and use only one of the two to ride the bike.

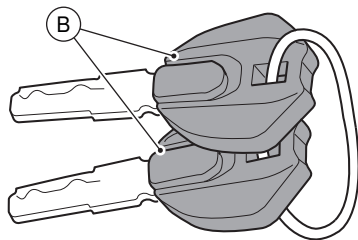


Fig. 79

Operation

Every time you turn the key from ON to OFF, the protection system activates the engine block.

If also in this case you are not able to start the engine, contact an authorised Ducati service centre.



Warning

Strong impacts could damage the electronic components inside the key. During the procedure always use the same key. Using different keys may prevent the system from acknowledging the code of the inserted key.

Key duplication

When a customer needs spare keys, he/she shall contact a Ducati authorised service centre and bring all keys he/she still has.

The Ducati authorised service centre will program all new and old keys.

The Ducati authorised service centre may ask to the customer to prove to be the motorcycle owner.

The codes of the keys missing during the programming procedure will be erased to ensure that any lost key can not start the engine.



Note

If the motorcycle owner changes, it is necessary that the new owner is given all keys.

Restoring motorcycle operation via the PIN CODE

In case of key acknowledgement system or key malfunction, the instrument panel allows the user to enter his/her own PIN code to temporarily restore motorcycle operation.

If the PIN CODE function is active, the instrument panel enables in "Menu 1" the possibility to enter the PIN CODE.

Entering the code:

- 1) Press button (2) or (1), only one digit indicating "0" starts flashing;
- 2) Each time you press button (2) the displayed number increases by one (+ 1) up to "9" and then starts back from "0";
- 3) Each time you press the button (1) the displayed number decreases by one (- 1) up to "1" and then starts back from "0";
- 4) To confirm the number, press the button (4);

Repeat the procedures until you confirm all the digits of the PIN CODE.

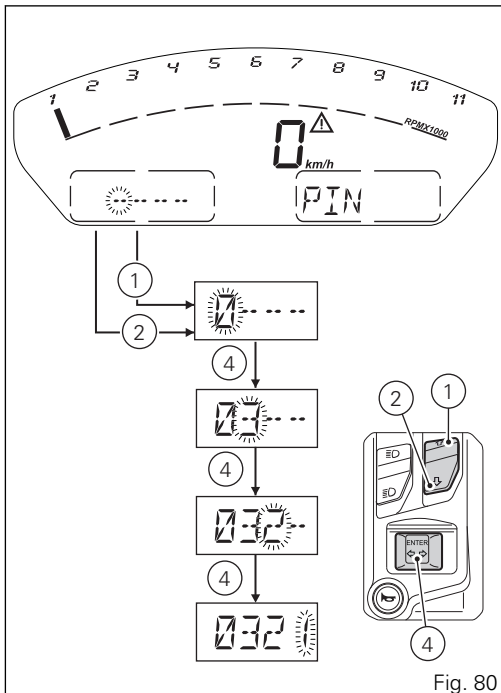


Fig. 80

When you press button (4) to confirm the fourth and last digit:

- if the PIN code (A) is correct, the instrument panel shows the message OK for 3 seconds followed by the "standard screen" and enables the vehicle to start (C);
- if the PIN code (B) is not correct, the instrument panel displays WRONG for 3 seconds and then highlights the string of four dashes "----" to allow you to try again. The number of possible attempts is unlimited and determined by a preset time-out of 2 minutes. After this time, the instrument panel will show "TIME OUT" and after 3 other seconds it will pass to the standard screen and will not allow (D) the vehicle start.



Important

If this procedure is necessary in order to start the motorcycle, contact an Authorised Ducati Service Centre as soon as possible to fix the problem.

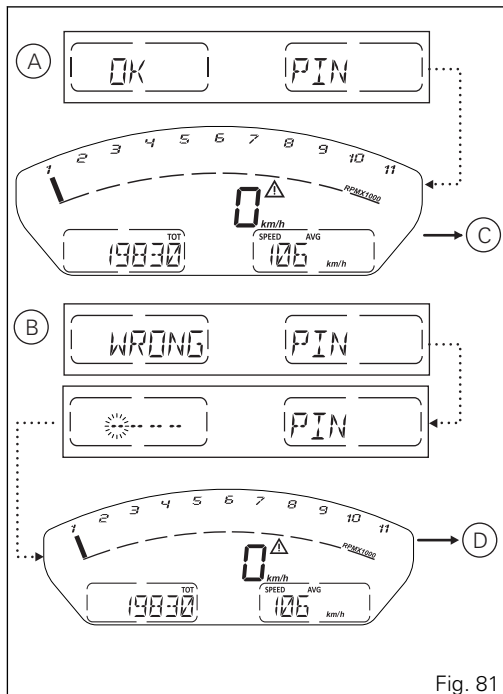


Fig. 81

Controls

Position of motorcycle controls



Warning

This section shows the position and function of the controls used to ride the motorcycle. Be sure to read this information carefully before you use the controls.

- 1) Instrument panel.
- 2) Key-operated ignition switch and steering lock.
- 3) Left-hand switch.
- 4) Clutch lever.
- 5) Rear brake pedal.
- 6) Right-hand switch.
- 7) Throttle twistgrip.
- 8) Front brake lever.
- 9) Gear change pedal.

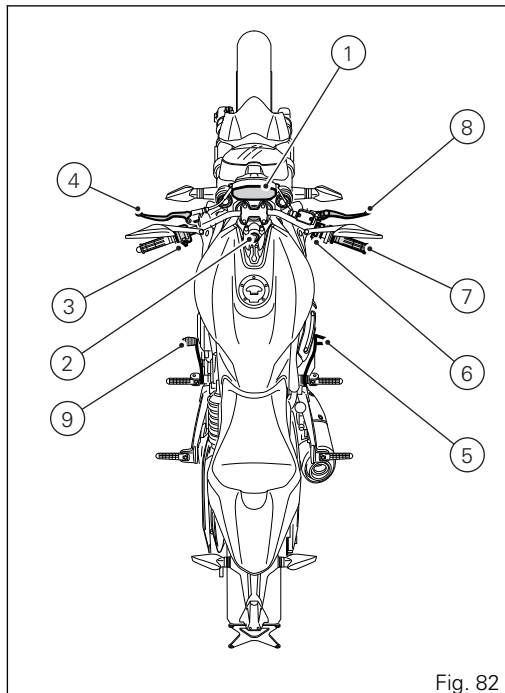


Fig. 82

Ignition switch and steering lock

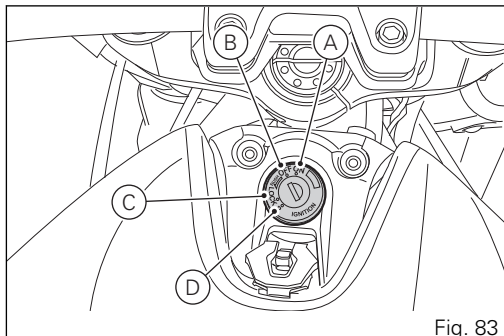
It is located in front of the fuel tank and has four positions:

- A) ON: enables lights and engine operation;
- B) OFF: disables lights and engine operation;
- C) LOCK: the steering is locked;
- D) P: parking light and steering lock.



Note


To move the key to the last two positions, press it down before turning it. The key can be removed in positions (B), (C) and (D).



Left-hand switch


1) (FLASH) button.

2) 2-position light switch:


- high beam ()

- low beam ();

3) Menu navigation buttons:

- menu  (UP)

- menu  (DOWN);

4) Menu button (ENTER) / 3-position turn indicator switch ():

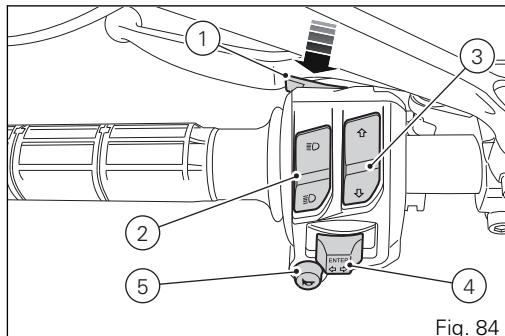
- centre position = OFF

- position  = left turn

- position  = right turn

- pressed = menu confirmation (ENTER);

5) Warning horn button ().



Clutch lever

Lever (1) disengages the clutch. When the clutch lever (1) is operated, drive from the engine to the gearbox and the drive wheel is disengaged. Using the clutch properly is essential to smooth riding, especially when moving OFF.



Important

Using the clutch properly will avoid damage to transmission parts and spare the engine.



Note

The engine can be started with the side stand down and the gearbox in neutral. If starting with a gear engaged, pull in the clutch lever (in this case the side stand must be up).

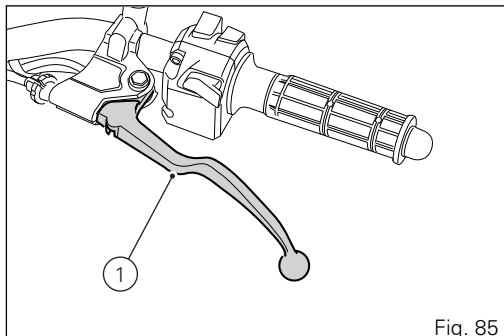


Fig. 85

Clutch control free play adjustment



Warning

A wrong adjustment can seriously affect the clutch operation and duration.

A worn clutch tensions the clutch cable.

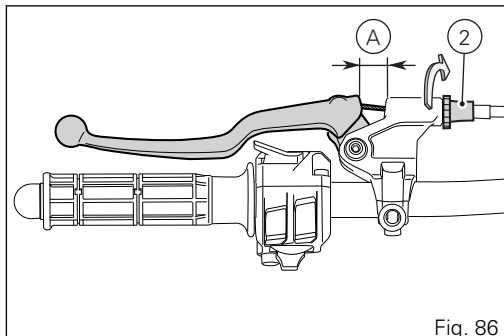
Always check the free play, with cold engine, before using the vehicle.

When operating the clutch lever, you must clearly feel the passage from a very low resistance to a very high resistance (operating force).

The free play corresponds to the lever travel where the clutch resistance force is very low.

To check the free play operate the lever for its free play and check that distance "A" is between 3 - 4 mm (0.12 - 0.16 in).

To adjust the free play to the recommended value work on the primary adjuster (2) close to the clutch control.

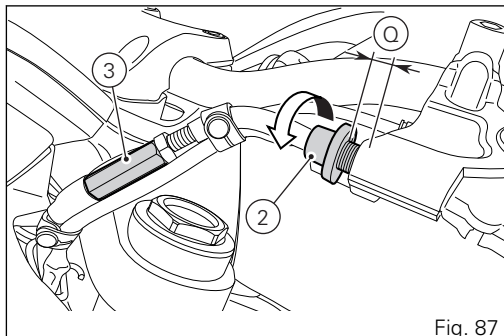


Adjuster (2), located on the lever, allows a maximum adjustment (Q) of 11 mm (0.4 in), whereas the standard adjustment (starting one) is of 5 mm (0.2 in). If working on such adjuster proves insufficient, work on the secondary adjuster (3).



Warning

In case of a slipping clutch due to clutch wear, adjuster (2) on the lever must NEVER be loosened, but screwed, as described above. If the clutch is still slipping, go to a Dealer or a Ducati authorised service centre.



Right-hand switch

- 1) Red ON/OFF switch.
- 2) Hazard button.

The switch (1) has three positions:

position up: KILL ENGINE;
central position: ENGINE ENABLING;
pushed down: ENGINE START.

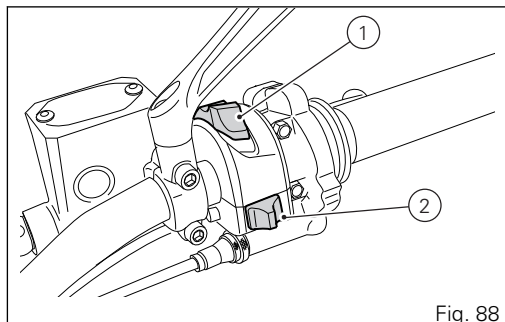


Fig. 88

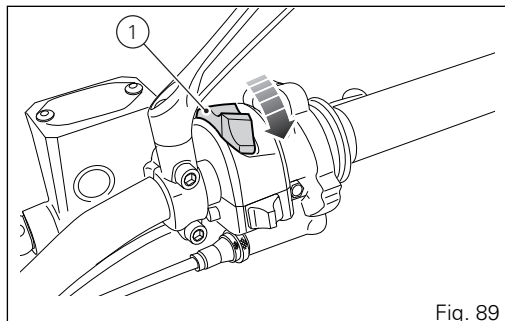
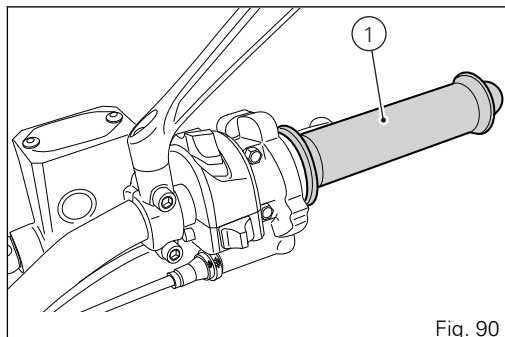


Fig. 89

Throttle twistgrip

The twistgrip (1) on the right handlebar opens the throttles. When released, it will spring back to the initial position (idling speed).



Front brake lever

Pull in the lever (1) towards the twistgrip to operate the front brake. The system is hydraulically operated and you just need to pull the lever gently.

The brake lever has a dial adjuster (2) for adjusting the distance between lever and twistgrip on the handlebar. To adjust it, keep lever (1) fully extended, and turn dial adjuster (2), turning it in correspondence of one of the four foreseen positions. Keep in mind that the position no. 1 corresponds to the maximum distance between the lever and the handgrip, whereas position no. 4 corresponds to the minimum distance.

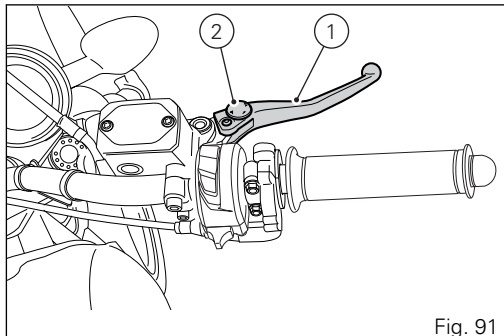


Fig. 91



Warning

Before using these controls, thoroughly read instructions under "Moving off".



Warning

Set front brake lever when motorcycle is stopped.

Rear brake pedal

Press pedal down with your foot to operate the rear brake (1).

The control system is of the hydraulic type.

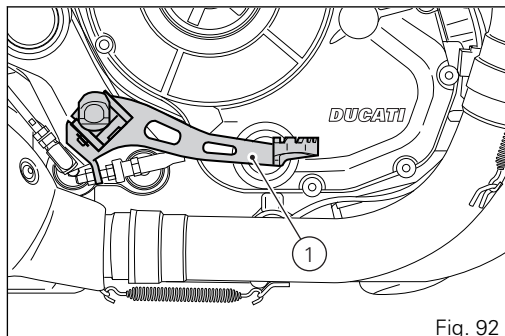


Fig. 92

Gear change pedal

When released, the gear change pedal automatically returns to rest position N in the centre. This is indicated by the instrument panel N light (2, Fig. 3) coming on.

The pedal can be moved:

- down = press down the pedal to engage the 1st gear and to shift down. The N light on the instrument panel will go out;
- upwards = lift the pedal to engage 2nd gear and then 3rd, 4th, 5th and 6th gears.

Each time you move the pedal you will engage the next gear.

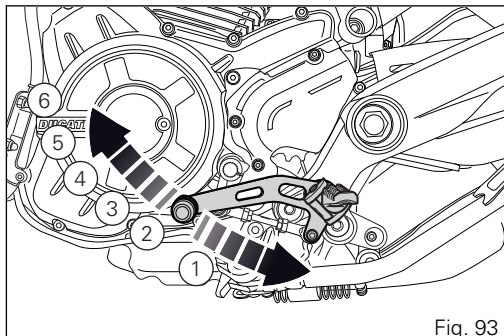


Fig. 93

Adjusting the position of the gearchange pedal and rear brake pedal

The position of the gearchange and rear brake pedals in relation to the footrests can be adjusted to suit the requirements of the rider.

Adjust the pedals as follows:

Gear change pedal

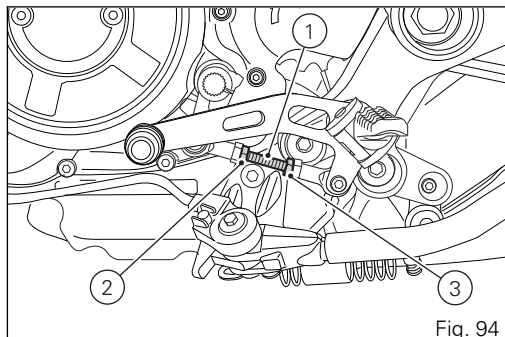
Hold the linkage (1) and slacken the lock nuts (2) and (3).



Note

Nut (2) has a left-hand thread.

Fit an open-end wrench to hexagonal element of linkage (1) and rotate until setting pedal in the desired position. Tighten both lock nuts onto linkage.



Rear brake pedal

Loosen lock nut (4).

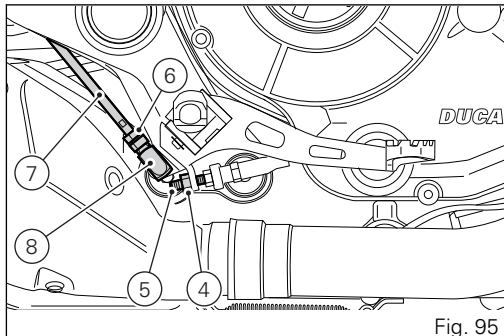
Turn pedal stroke adjusting screw (5) until pedal is in the desired position. Tighten the lock nut (4).

Operate the pedal by hand to check that there is 1.5 to 2 mm (0.06÷0.08 in) of free play before the brake bites. If not, adjust the length of the master cylinder control rod as follows.

Loosen lock nut (6) on master cylinder rod.

Screw the rod (7) into the fork (8) to increase the free play, or screw it out to reduce it.

Tighten lock nut (6) and check play again.



Main components and devices

Position on the vehicle

- 1) Tank filler plug.
- 2) Seat lock.
- 3) Side stand.
- 4) Rear-view mirrors.
- 5) Rear shock absorber adjusters.
- 6) Catalytic converter.
- 7) Exhaust silencer.

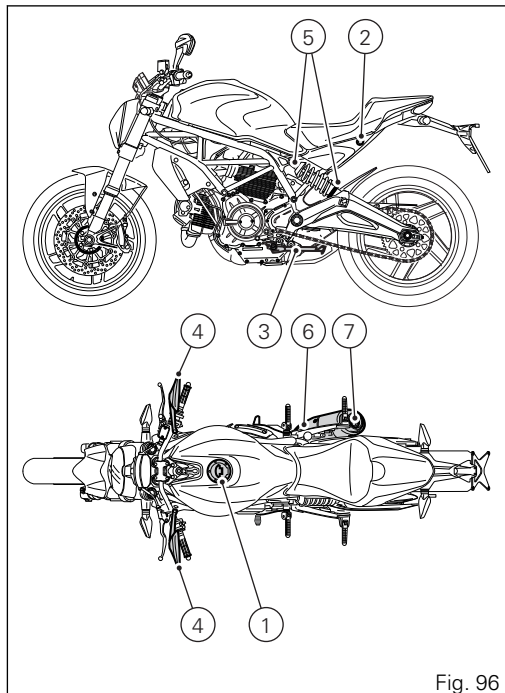


Fig. 96

Tank filler plug

OPENING

Lift flap (1) and insert the key in the lock. Turn the key clockwise by 1/4 of a turn to release the lock.

CLOSING

Close the plug with key inserted and press to fit in place. Turn the key counter clockwise to the original position and remove it. Close flap (1).



Note

Plug can only be closed when key is inserted.



Warning

After refuelling, always make sure that the plug is perfectly in place and closed.

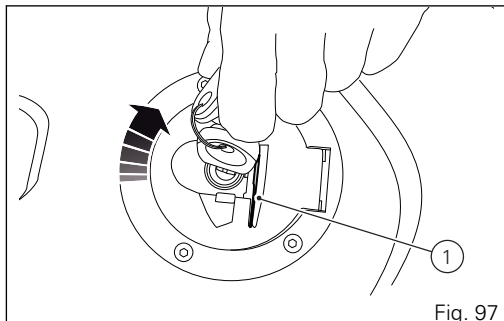


Fig. 97

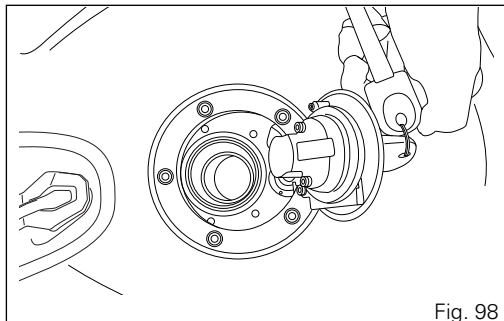


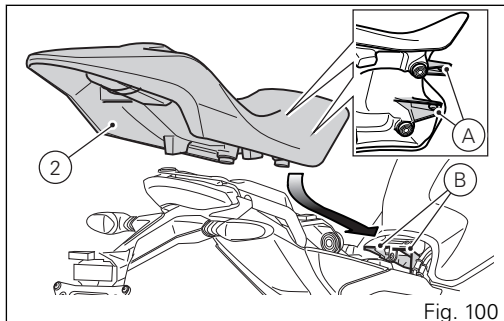
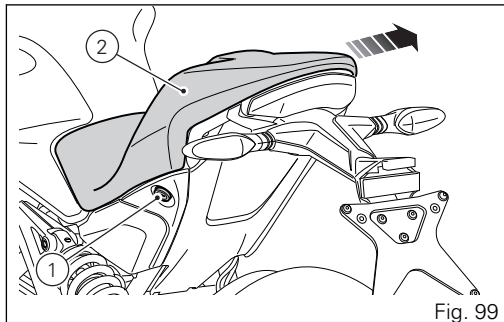
Fig. 98

Seat lock OPENING

Insert the key in lock (1), turn clockwise while pressing down at the latch to help release the pin. Remove the seat (2) pulling it backwards until sliding it out of the front retainers.

CLOSING

Make sure that all elements are correctly positioned and fastened to the compartment under the seat (2). Engage seat bottom front tabs (A) on tank bracket (B) fastened to rear subframe. Hold seat rear end lifted, push on the central fastener to engage it: push on seat rear end until latch clicks in place. Make sure the seat is safely secured to the frame and remove the key from the lock.



Side stand



Important

Place the motorcycle on the side stand only when you are not going to use it for short periods of time. Before lowering the side stand, make sure that the bearing surface is hard and flat.

Do not park on soft or pebbled ground or on asphalt melt by the sun heat and similar or the motorcycle may fall over. When parking in downhill road tracts, always park the motorcycle with its rear wheel facing downhill.

To pull down the side stand, hold the motorcycle handlebar with both hands and push down on the side stand (1) with your foot until it is fully extended. Tilt the motorcycle until the side stand is resting on the ground.

To move the side stand to its rest position (horizontal position), lean the motorcycle to the right while lifting the thrust arm (1) with your foot.

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

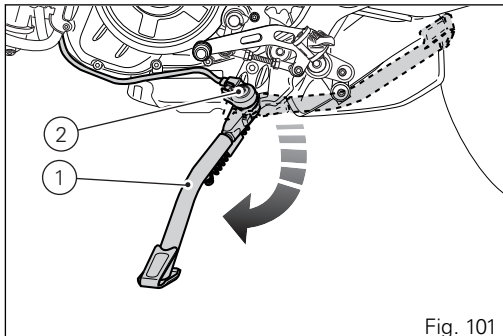


Fig. 101



Warning

Do not sit on the motorcycle when it is supported on the side stand.



Note

Check for proper operation of the stand mechanism (two springs, one into the other) and the safety sensor (2) at regular intervals.

Bluetooth control unit

The motorcycle can be equipped with a Bluetooth control unit that works as a hub between the various supported electronic devices relying on a Bluetooth communication interface.

The Bluetooth control unit can be purchased at a Ducati Dealer or Authorised Service Centre.



Warning

Bluetooth Headset device manufacturers may incorporate certain changes within the standard protocols over the course of the lifecycle of the device (Smartphones and Earphones).



Warning

These changes are outside the control of Ducati and may result in Bluetooth Headset devices functionality becoming impaired (sharing Music, multimedia player, etc.) and may equally affect some types of Smartphones (depending on supported Bluetooth profiles). This is why Ducati cannot guarantee multimedia player proper operation for:

- any earphones not coming with the "Ducati Kit part no. 981029498";
- any Smartphones not supporting the required Bluetooth profiles (even though paired to earphones coming with the "Ducati Kit part no. 981029498").



Warning

In case of interference or noise due to particular conditions of the external environment, the Ducati earphone kit part no. 981029498 also allows sharing the music being played directly from rider helmet to passenger helmet (for further details please refer to the manual of the earphones coming with the Ducati kit part no. 981029498).



Note

The Ducati kit part no. 981029498 can be purchased separately at a Ducati Dealer or Authorised Service Centre.



Warning

Ducati does not ensure a correct connection to the Ducati Multimedia System of Bluetooth navigators that are not provided in the following kits:

- Kit of Ducati Zumo satellite navigator 350
- Kit of Ducati Zumo satellite navigator 390
- Kit of Ducati Zumo satellite navigator 395



Note

The Ducati kits mentioned above can be purchased separately at a Ducati Dealer or Authorised Service Centre.

Check that your Smartphone supports the following profiles:

- MAP profile: for a correct display of SMS and MMS notifications;
- PBAP profile: for a correct display of the Smartphone contact list.

USB connection

The motorcycle is equipped with a USB 5V connection. Loads up to 1A can be connected to the USB connection.

USB connection (1) is located under the seat and is protected by a flap: lift flap to use connection.

Important

When the engine is off and key set to ON, do not leave accessories connected to the USB socket for a long period of time as the motorcycle battery could run flat.

Warning

When not in use, ALWAYS keep USB socket closed with its cap.

Warning

NEVER use the USB socket if it is raining.

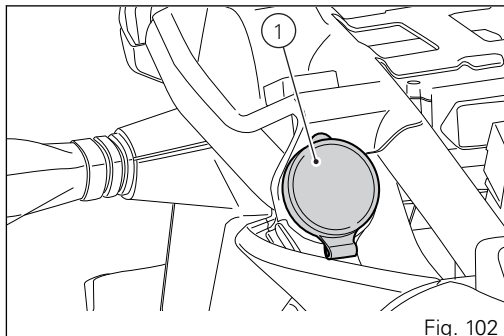


Fig. 102

Rear shock absorber adjusters

The rear shock absorber has adjusters that enable you to suit the setting to the load on the motorcycle.

Adjuster (1) adjusts the damping during the rebound phase (return).

Turn adjuster (1) clockwise to stiffen the damping, or counter clockwise to soften it.

Ring nuts (2) and (3), located in the shock absorber lower side, adjust the external spring preload.

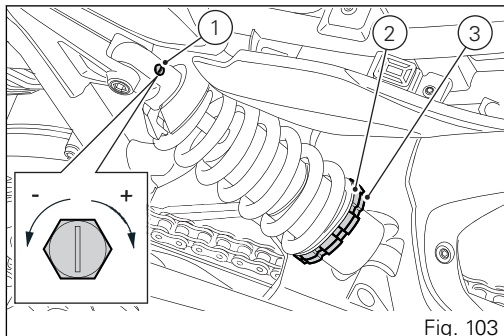
To change spring preload, slacken the upper locking ring nut. Then **TIGHTEN** or **SLACKEN** the lower ring nut to **INCREASE** or **DECREASE** spring preload.

STANDARD setting from the fully closed position (clockwise):

- rebound: loosen adjuster (1) by 3 turns from fully closed position;
- spring preload: 15 mm (0.6 in) from fully uncompressed.

Adjustment range

- rebound: ± 3 turns with respect to the nominal position, from 0 ÷ 6 turns from fully closed;



- spring preload: ± 5 mm (0.2 in) with respect to the nominal position, from 10 ÷ 20 mm (0.4 ÷ 0.8 in) from fully closed.



Warning

To turn the preload adjuster ring nut use a pin wrench. Pay attention to avoid hand injuries by hitting motorcycle parts in case the wrench tooth suddenly slips on the ring nut groove while moving it.



Warning

The shock absorber is filled with gas under pressure and may cause severe damage if taken apart by unskilled persons.

When carrying a passenger and luggage, set the rear shock absorber spring to proper preload to improve motorcycle handling and keep safe clearance from the ground. You may find that rebound damping needs adjusting as well.

Riding the motorcycle

Running-in recommendations



Important

Before using the motorcycle, check for no labels on the rear-view mirrors; otherwise remove them.

Maximum rotation speed

Rotation speed for running-in period and during standard use (rpm):

- 1) up to 1,000 km (600 mi);
- 2) From 1000 (600) to 2500 km (1553 mi).

up to 1,000 km (600 mi).

During the first 1000 km (600 mi), keep an eye on the rev counter. It should never exceed: 5,500÷6,000 rpm.

During the first hours of riding, it is advisable to run the engine at varying load and rpm, though still within recommended limit.

To this end, roads with plenty of bends and even slightly hilly areas are ideal for a most efficient running-in of engine, brakes and suspensions. For the first 100 km (60 mi) use the brakes gently. Avoid sudden or prolonged braking. This will allow the friction material on the brake pads to bed in against the brake discs.

For all mechanical parts of the motorcycle to adapt to one another and above all not to adversely affect the life of basic engine parts, it is advisable to avoid harsh accelerations and not to run the engine at high rpm for too long, especially uphill.

Furthermore, the drive chain should be inspected frequently. Lubricate as required.

From 1000 km (600 mi) to 2500 km (1553 mi).

At this point, you can squeeze some more power out of your engine. However never exceed 7,000 rpm.



Important

During the whole running-in period, the maintenance and service rules recommended in the Warranty Card should be observed carefully. Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Strict observance of running-in recommendations will ensure longer engine life and reduce the likelihood of overhauls and tune-ups.

Pre-ride checks



Warning

Failure to carry out these checks before riding, may lead to motorcycle damage and injury to rider and passenger.

Before riding, perform a thorough check-up on your motorcycle as follows:

- **FUEL LEVEL IN THE TANK**
Check the fuel level in the tank. Fill tank if needed (page 166).
- **ENGINE OIL LEVEL**
Check oil level in the sump through the sight glass. Top up if needed (page 190).
- **BRAKE FLUID**
Check fluid level in the relevant reservoirs (page 170).
- **TYRE CONDITION**
Check tyre pressure and condition (page 187).
- **CONTROLS**
Work the brake, clutch, throttle and gear change controls (levers, pedals and twistgrip) and check for proper operation.

- **LIGHTS AND INDICATORS**
Make sure lights, indicators and horn work properly. Replace any burnt-out bulbs (page 182).
- **KEY LOCKS**
Ensure that tank filler plug (page 147) and seat (page 148) are properly locked.
- **STAND**
Make sure side stand operates smoothly and is in the correct position (page 149).

ABS light

After Key-ON, the ABS light (9, Fig. 3) stays ON.
When the motorcycle speed exceeds 5 km/h (3 mph), the warning light switches OFF to indicate the correct operation of the ABS system.



Warning

In case of malfunction, do not ride the motorcycle and contact a Ducati Dealer or authorised Service Centre.

ABS DEVICE

Check that the front (1) and rear (2) phonic wheels are clean.

Warning

Clogged reading slots would compromise system proper operation. It is recommended to disable ABS system in case of muddy road surface because under this condition the system might be subject to sudden failure.

Warning

Prolonged wheelies could deactivate the ABS system.

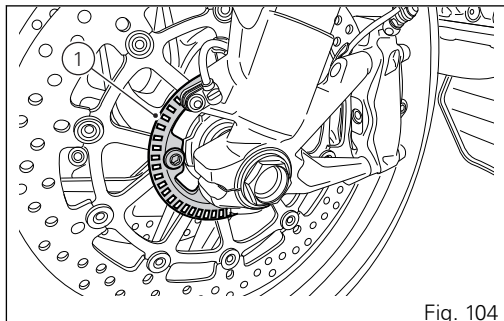


Fig. 104

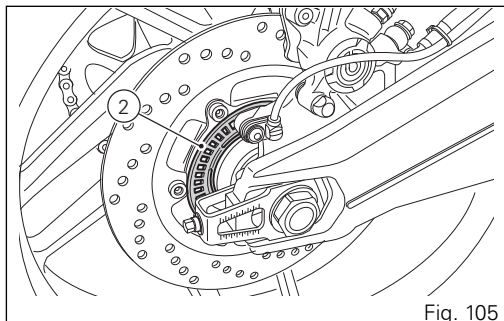


Fig. 105


Engine start

Warning

Before starting the engine, become familiar with the controls you will need to use when riding.

Warning

Never start or run the engine indoors. Exhaust gases are poisonous and may lead to loss of consciousness or even death within a short time.

Move the ignition switch to (1, Fig. 106). Make sure both the green light N and the red light  on the instrument panel come on.

Important

The oil pressure light should go out a few seconds after the engine has started.

Warning

The side stand must be fully up (in a horizontal position) as its safety sensor prevents engine starting when down.

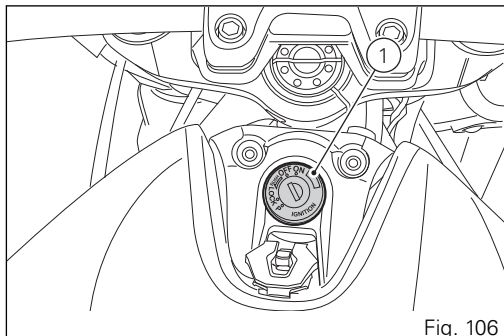



Fig. 106



Note

It is possible to start the engine with side stand down and the gearbox in neutral. When starting the motorcycle with a gear engaged, pull the clutch lever (in this case the side stand must be up).

Turn switch (2, Fig. 107) to the  (RUN) position.
Let the motorcycle start without operating the throttle control.



Note

If the battery is flat, system automatically inhibits starter motor cranking operation.



Important

Do not rev up the engine when it is cold. Allow some time for oil to be heated and reach all points that need lubricating.

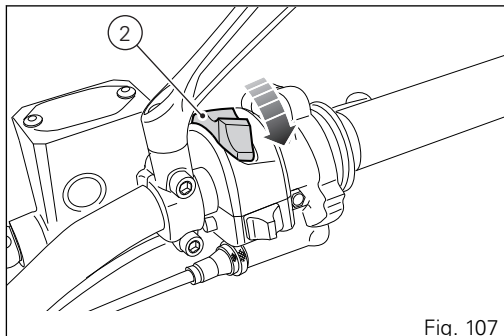


Fig. 107

Moving off

- 1) Squeeze the control lever to disengage the clutch.
- 2) Push down on gear change lever sharply with the tip of your foot to engage the first gear.
- 3) Speed up the engine by turning the throttle twistgrip while gradually releasing the clutch lever; the motorcycle will start moving off.
- 4) Let go of clutch lever and speed up.
- 5) To shift up, close the throttle to slow down engine, disengage the clutch, lift the gear change lever and let go of clutch lever.

To shift down, proceed as follows: release the twistgrip, pull the clutch lever, shortly speed up to help gears synchronise, shift down (engage next lower gear) and release the clutch.

The controls should be used correctly and timely: when riding uphill do not hesitate to shift down as soon as the motorcycle tends to slow down, so you will avoid stressing the engine and the motorcycle abnormally.



Warning

Avoid harsh acceleration, as this may lead to misfiring and transmission snatching. The clutch lever should not be held in longer than necessary after a gear is engaged, otherwise friction parts may overheat and wear out.



Warning

Prolonged wheelies could deactivate the ABS system.

Braking

Slow down in time, shift down to use engine brake and then brake by operating both front and rear brakes. Pull the clutch before the motorcycle stops to avoid engine from suddenly stalling.

Anti-Lock Braking System (ABS)

Using the brakes correctly under adverse conditions is the hardest – and yet the most critical – skill to master for a rider. Braking is one of the most difficult and dangerous moments when riding a two wheeled motorcycle: the possibility of falling or having an accident during this difficult moment is statistically higher than any other moment. A locked front wheel leads to loss of traction and stability, resulting in loss of control.

The Anti-Lock Brake System (ABS) has been developed to enable riders to use the motorcycle braking force to the fullest possible amount in emergency braking or under poor pavement or adverse weather conditions.

ABS uses hydraulics and electronics to limit pressure in the brake circuit when a special sensor mounted to the wheel informs the electronic control unit that the wheel is about to lock up.

This avoids wheel lockup and preserves traction.

Pressure is raised back up immediately and the control unit keeps controlling the brake until the risk of a lockup disappears.

Normally, the rider will perceive ABS operation as a harder feel or a pulsation of the brake lever and pedal. The front and rear brakes use separate control systems, meaning that they operate independently. Likewise, the ABS is not an integral braking system and does not control both the front and rear brake at the same time.

If desired, the system can be deactivated from the instrument panel, using the "ABS control unit enabling/disabling" function (see page 96).



Warning

When ABS is disabled, the motorcycle restores the standard brake system features; using the two brake controls separately reduces the motorcycle braking efficiency. Never use the brake controls harshly or suddenly as you may lock the wheels and lose control of the motorcycle. When riding in the rain or on slippery surfaces, braking will become less effective. Always use the brakes very gently and carefully when riding under these conditions. Any sudden manoeuvres may lead to loss of control. When tackling long, high-gradient downhill road tracts, shift down gears to use engine braking. Apply one brake at a time and use brakes sparingly. Keeping the brakes applied all the time would cause the friction material to overheat and reduce braking power dangerously. Underinflated tyres reduce braking efficiency, handling accuracy and stability in a bend.

Stopping the motorcycle

Reduce speed, shift down and release the throttle twistgrip.

Shift down to engage first gear and then neutral.

Stop the engine by pushing the switch (3) up.

Turn the vehicle key off by moving the key in position (2).

Important

Do not leave the key to ON, position (1), with engine off in order to avoid damaging any electrical components.

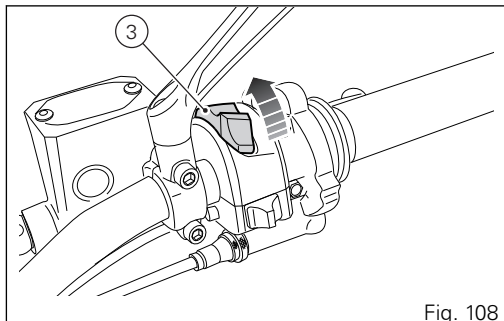


Fig. 108

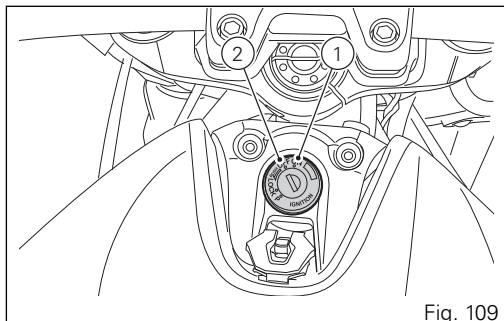


Fig. 109

Refuelling

Never overfill the tank when refuelling. Fuel should never be touching the rim of filler recess.



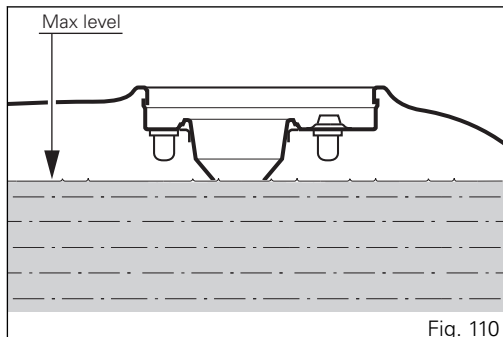
Warning

Use fuel with low lead content and an original octane number of at least 95.



Warning

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.



Parking

Stop the motorcycle, then put it on the side stand (page 149).

To prevent theft, turn the handlebar fully left and turn the ignition key to position (3).

If you park in a garage or other indoor area, make sure that there is proper ventilation and that the motorcycle is not near a source of heat.

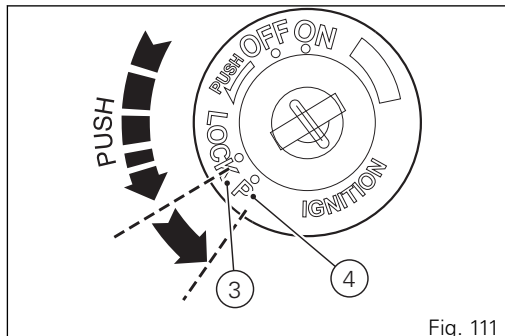
If required, turn the key to position (4) to leave the parking lights on.

Important

Do not leave the key to position (4) for a long time, or this could lead to battery discharge. Never leave the ignition key in the switch when you are leaving your motorcycle unattended.

Warning

The exhaust system might be hot, even after engine is switched OFF; pay particular attention not to touch the exhaust system with any body part and do not park the motorcycle next to inflammable material (wood, leaves etc.).



Warning

Using padlocks or other locks designed to prevent motorcycle motion, such as brake disc locks, rear sprocket locks, and so on is dangerous and may impair motorcycle operation and affect the safety of rider and passenger.

Tool kit and accessories

The tool box (1) is located under the seat.

The tool box includes:

- screwdriver;
- screwdriver handgrip;
- Allen wrench 3 mm (0.12 in).
- Allen wrench 4 mm (0.16 in).
- Allen wrench 5 mm (0.2 in).
- Allen wrench 6 mm (0.24 in).
- box wrench;
- fuse pliers;
- rod D.8x120.

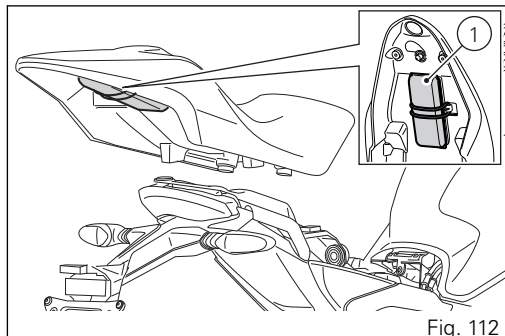


Fig. 112

To access the compartment remove the seat page 148.

Main use and maintenance operations

Changing the air filter



Important

Have the air filter maintenance performed at a Ducati Dealer or Authorised Service Centre.

Check brake fluid level

The level must not go below the MIN mark shown on the respective reservoirs (Fig. 113) shows the front brake fluid reservoir, while (Fig. 114) shows the rear brake fluid reservoir.

If level drops below the limit, air might get into the circuit and affect the operation of the system involved.

Fluid must be topped up and changed at the intervals specified in the scheduled maintenance table reported in the Warranty Booklet; please contact a Ducati Dealer or authorised Service Centre.

Brake system

If you find exceeding clearance on brake lever or pedal and brake pads are still in good condition, contact your Ducati Dealer or authorised Service Centre to have the system inspected and any air drained out of the circuit.

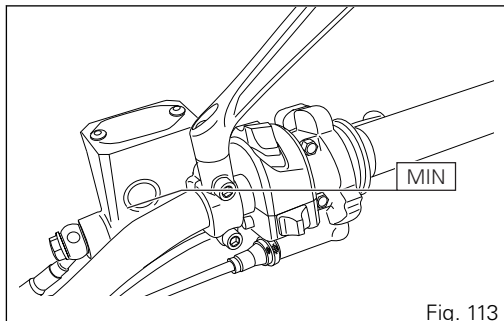


Fig. 113

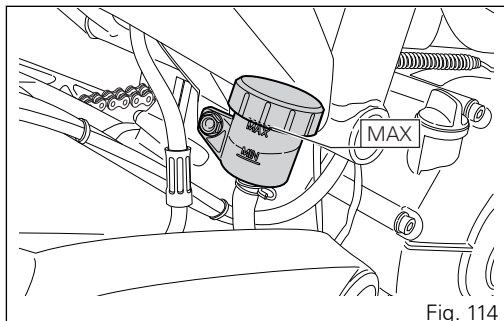


Fig. 114



Warning

Brake fluid can damage paintwork and plastic parts, so avoid contact.

Hydraulic fluid is corrosive; it may cause damage and lead to severe injuries. Never mix fluids of different qualities. Check seals for proper sealing.

Checking brake pads for wear

Check brake pads wear through the inspection hole in the callipers.

Change both pads if friction material thickness of even just one pad is about 1 mm (0.04 in).

Warning

Friction material wear beyond this limit would lead to metal support contact with the brake disc thus compromising braking efficiency, disc integrity and rider safety.

Important

Have the brake pads replaced at a Ducati Dealer or authorised Service Centre.

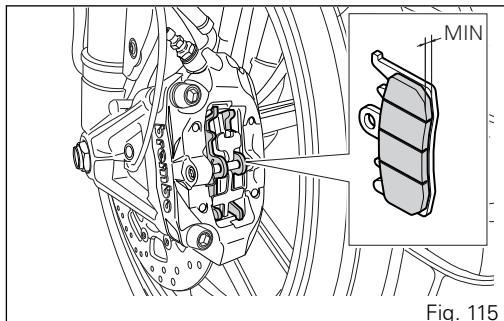


Fig. 115

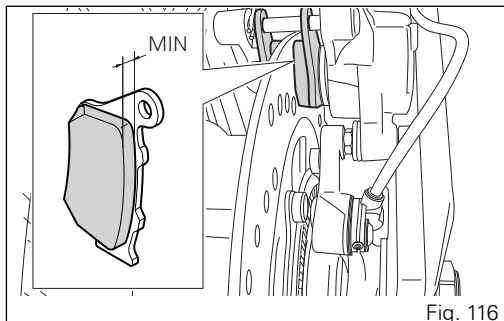


Fig. 116

Charging the battery



Warning

Have the battery removed at a Ducati Dealer or authorised Service Centre.

To reach the battery it is necessary to remove the seat page 148.

Remove rubber band (C) and slide out the battery from its seat.

Loosen screws (1), remove first the negative cable (4) and the ABS (5) from the negative terminal and then the positive cable (2) and the ABS positive cable (3) from the positive terminal.



Warning

The battery gives off explosive gases; never cause sparks or allow naked flames and cigarettes near the battery. When charging the battery, ensure that the working area is properly ventilated.

Charge the battery in a ventilated room.

Connect the battery charger leads to the battery terminals: the red one to the positive terminal (+), the black one to the negative terminal (-).

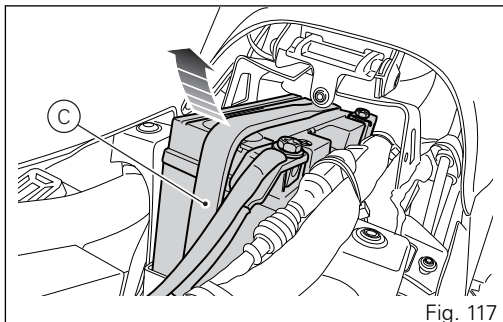


Fig. 117

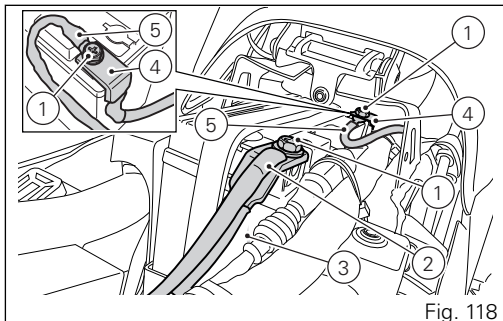


Fig. 118



Important

Make sure the charger is OFF when you connect the battery to it, or you might get sparks at the battery terminals that could ignite the gases inside the cells. Always connect the red positive (+) terminal first.

Grease the screws (1, Fig. 118).

Refit the battery, connect the positive cable (2, Fig. 118) and ABS positive cable (3, Fig. 118) to the positive terminal, the negative cable (4, Fig. 118) and the ABS negative cable (5, Fig. 118) to the negative terminal of the battery, always starting from the positive one (+), and start the screws (1, Fig. 118). Tighten the screws (1, Fig. 118) to a torque of 3 Nm.



Warning

Keep the battery out of the reach of children.

Charge the battery at 0.9 A for 5÷10 hours.

If the motorcycle must be jump-started in an emergency with an external starting device, it is possible to connect the starting device to the battery without removing it from the vehicle. Connect the external starting device positive pole to the battery

positive pole and the external starting device negative pole to the battery negative pole.



Warning

When connecting the external starting device to the poles of the vehicle battery, pay utmost attention not to touch any other metal parts on the vehicle.

Charging and maintenance of the battery during winter storage

Your motorcycle is equipped with a connector (1), under the seat, to which you can connect a special battery charger (2) (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) available from our sales network.



Note

The electric system of this model is designed so as to ensure there is a very low power drain when the motorcycle is OFF. Nevertheless, the battery features a certain self-discharge rate that is normal and depends on ambient conditions as well as on "non-use" time.



Important

If battery is not kept at a minimum charge level by a suitable battery charge maintainer, sulphation may occur and this is an irreversible phenomenon causing decreasing battery performance.

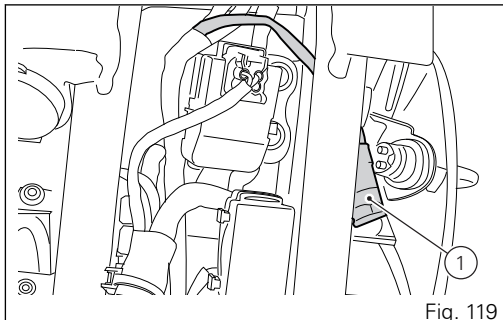


Fig. 119

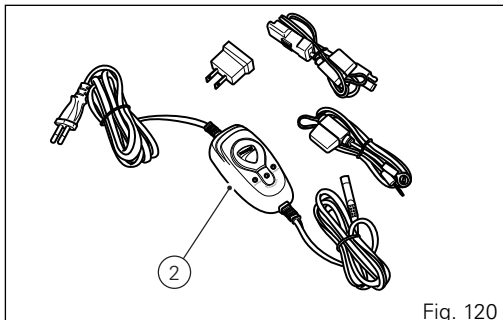


Fig. 120



Note

When the motorcycle is left unused (approximately for more than 30 days). We recommend owners to use the Ducati battery charge maintainer (Battery maintainer kit part no. 69924601A - various countries; Battery maintainer kit part no. 69924601AX - for Japan, China and Australia only) since its electronics monitors the battery voltage and features a maximum charge current of 1.5 Ah. Connect the maintainer to the diagnostics socket located in the rear side of the motorcycle.



Note

Using charge maintainers not approved by Ducati could damage the electric system; motorcycle warranty does not cover the battery if damaged due to failure to comply with the above indications, since it is considered as wrong maintenance.

Lubricating cables and joints

It is necessary to periodically check the throttle control cable and cold start cable external sheath for wear. Their external plastic sheath should be free of cracking or flattening. Work the controls to make sure the cable slides smoothly inside the sheath: if you feel any friction or catching, have the cable replaced by a Ducati Dealer or Authorised Service Centre.

For trouble-free operation, periodically lubricate the ends of all Bowden cables with SHELL Advance Grease or Retinax LX2.

As far as the throttle cable is concerned, it is recommended to undo the two screws (1) and open the control, then grease the cable end and the pulley.

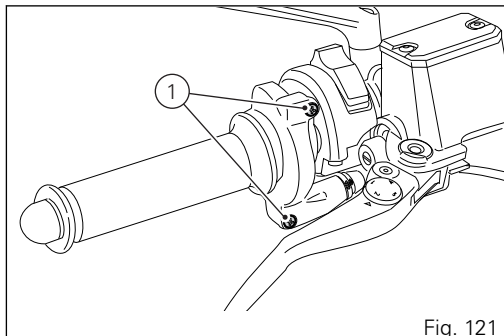


Fig. 121

Warning

Carefully close the control after engaging the cable in the pulley.

Refit the cover and tighten the screws (1) to a torque of 1.8 Nm.

To ensure trouble-free operation of the side stand joint, thoroughly clean it and then use SHELL Alvania R3 grease to lubricate all friction points.

Adjusting the throttle cable

The throttle grip must have a free play of 2 to 4 mm (0.08÷0.16 in) in all steering positions, measured on the outer edge of the twistgrip; this value is indicated in the figure as reference (A).

To adjust, work the relevant adjuster (1) located on the control itself.

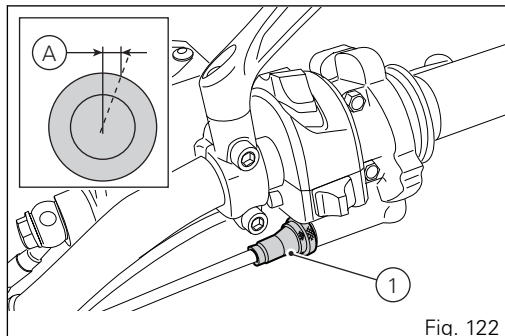


Fig. 122

Checking drive chain tension



Important

Have chain tension adjusted by a Ducati Dealer or authorised Service Centre.

Make the rear wheel turn until you find the position where chain is tightest. Set the motorcycle on the side stand. With just a finger, push down the chain at the point of measurement and release. With the chain in its rest position, measure the upward travel. It must be: $A = 31 \div 33 \text{ mm}$ ($1.22 \div 1.30 \text{ in}$).



Important

This only applies to the motorcycle STANDARD settings, available upon delivery.



Important

If drive chain is too tight or slack, adjust tension so as to bring values back to the specified range.

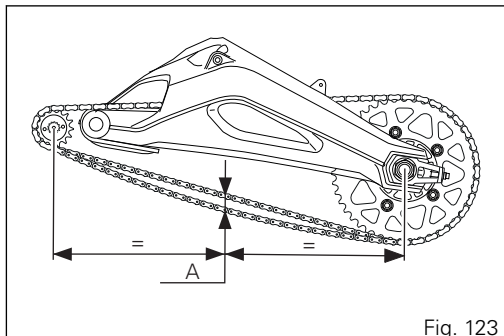


Fig. 123



Warning

Correct tightening of swinging arm screws (1) is critical to rider and passenger safety.



Important

Improper chain tension will lead to early wear of transmission parts.

Check the correspondence of the positioning marks on both sides of the swinging arm to ensure a perfect wheel alignment. Grease the wheel shaft nut thread (2) with SHELL Retinax HDX2 and tighten it to a torque of 145 Nm. Grease the adjuster screws (1) thread with SHELL Alvania R3 and tighten them to a torque of 10 Nm.

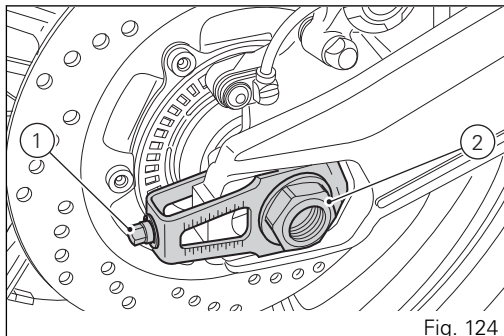


Fig. 124

Lubricating the drive chain

The chain fitted on your motorcycle has O-rings that keep dirt out of and lubricant inside the sliding parts. The seals might be irreparably damaged if the chain is cleaned using any solvent other than those specific for O-ring chains or washed using steam or water cleaners. After cleaning, blow the chain dry with compressed air or wipe it with an absorbent material, then lubricate each link with SHELL Advance Chain or Advance Teflon Chain.



Important

Using non-specific lubricants may cause severe damage to the chain and the front and rear sprockets.

Changing bulbs

Before replacing a burnt-out bulb, make sure that the new one matches the voltage and wattage specifications in paragraph "Electric System" page 213.



Important

Have the bulbs changed at a Ducati Dealer or authorised Service Centre.

Undo the screw (1) and detach the lens (2) from the turn indicator support.

The bulb has a bayonet joint: press and twist counter clockwise to remove it. Remove the bulb, then fit the new one by pressing and turning clockwise until it clicks into its seat. Refit the lens by inserting the tab in the corresponding slot in the turn indicator support. Tighten the screw (1).

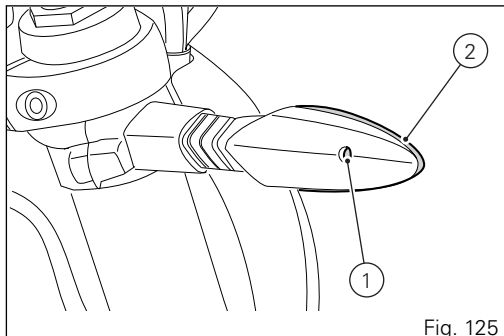


Fig. 125

Aligning the headlight

Check correct headlight aiming. Position the motorcycle 10 metres from a wall or a screen, the motorcycle must be perfectly upright with the tires inflated to the correct pressure and with a rider seated, perfectly perpendicular to the longitudinal axis. On the wall or surface, draw a horizontal line at the same height from the ground as the centre of the headlight and a vertical line aligned with the longitudinal axis of the motorcycle. If possible, perform this check in dim light. Switch on the low beam. The height of the upper limit between the dark area and the lit area must not be more than $\frac{9}{10}$ of the height from the ground of the headlight centre.

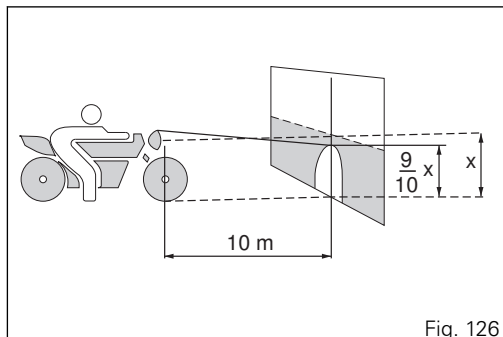


Fig. 126



Note

This is the procedure specified by Italian regulations for checking the maximum height of the light beam. Please adapt said procedure to the provisions in force in your own country.

To vertically align the headlight beam, turn the screw (1).



Warning

The headlight might fog up if the motorcycle is used under the rain or after washing. Switch headlight on for a short time to dry up any condensate.

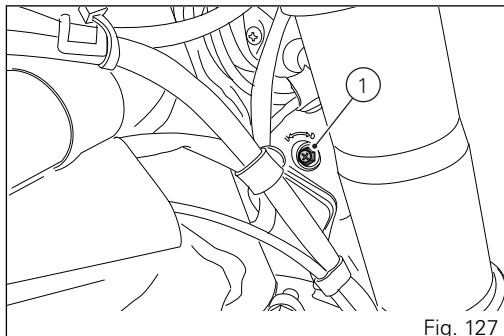


Fig. 127

Adjusting the rear-view mirrors

Manually adjust rear-view mirror (A) to required position.



Warning

This type of adjustment must be performed with attention to avoid forcing the rear-view mirror position and damaging it.

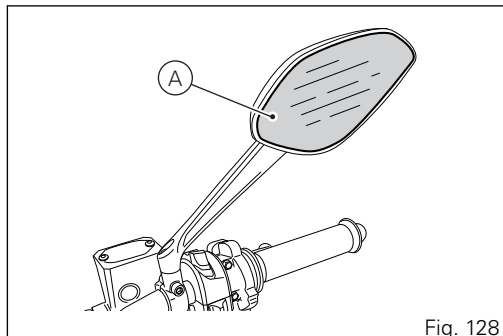
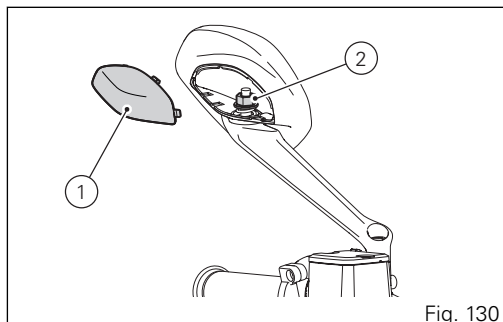
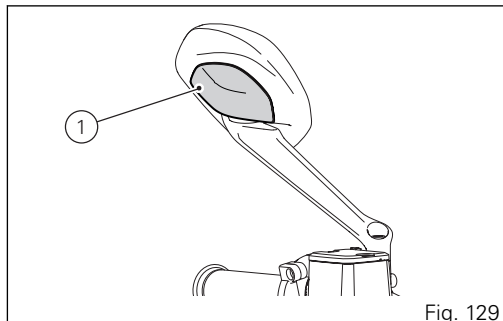


Fig. 128

Should it prove difficult to perform the adjustment because the rear-view mirror is hard to move, it is possible to work on the relevant articulated joint. For this adjustment it is necessary to remove cover (1).

Slightly loosen the ball joint (2).

Refit the cover (1).



Tyres

Front tyre pressure:

2.3 bar (33 PSI) (rider only) - 2.5 bar (36 PSI) (rider and passenger).

Rear tyre pressure:

2.5 bar (36 PSI) (rider only) - 2.8 bar (41 PSI) (rider and passenger).

As tyre pressure is affected by ambient temperature and altitude variations, you are advised to check and adjust it whenever you are riding in areas where ample variations in temperature or altitude occur.



Important

Check and set tyre pressure when tyres are cold. To avoid front wheel rim distortion, when riding on bumpy roads, increase tyre pressure by 0.2 ÷ 0.3 bar (2.9÷4.35 PSI).

TYRE REPAIR OR CHANGE

In the event of a tiny puncture, tubeless tyres will take a long time to deflate, as they tend to keep air inside. If you find low pressure on one tyre, check the tyre for punctures.



Warning

Punctured tyres must be replaced. Replace tyres with recommended standard tyres only. Be sure to tighten the valve caps securely to avoid leaks when riding. Never use tube type tyres. Failure to heed this warning may lead to sudden tyre bursting and to serious danger to rider and passenger.

After replacing a tyre, the wheel must be balanced.



Warning

Do not remove or shift the wheel balancing weights.



Note

Have the tyres replaced at a Ducati Dealer or authorised Service Centre. Correct removal and installation of the wheels is essential. Some parts of the ABS (such as sensors and phonic wheels) are mounted to the wheels and require specific adjustment.

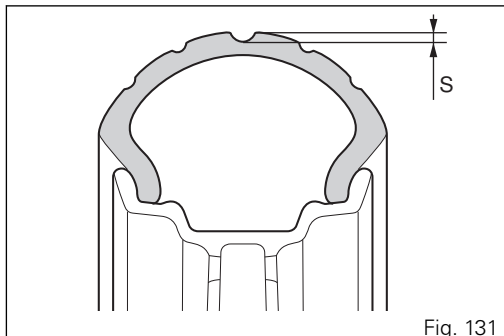
MINIMUM TREAD DEPTH

Measure tread depth (S) at the point where tread is most worn down: it should not be less than 2 mm (0.08 in), and in any case not less than the legal limit.



Important

Visually inspect the tyres at regular intervals for detecting cracks and cuts, especially on the side walls, bulges or large spots that are indicative of internal damage. Replace them if badly damaged. Remove any stones or other foreign bodies caught in the tread.



Check engine oil level

Engine oil level can be checked through the sight glass (1) located onto clutch cover. Oil level must be checked with the motorcycle perfectly upright and the engine cold. Oil level should be between the marks on the sight glass. If the level is low, top up with engine oil.

Ducati recommends you use Shell Advance 4T Ultra 15W-50 oil (JASO: MA2 and API: SN).

Remove the oil filler cap (2) and top up until the oil reaches the required level. Refit the plug.



Important

Engine oil and oil filters must be changed by a Ducati Dealer or authorised Service Centre at the intervals specified in the scheduled maintenance chart reported in the Warranty Card.

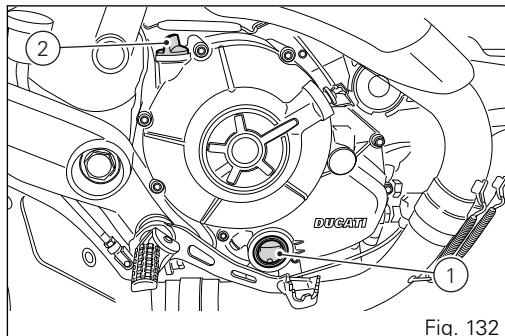


Fig. 132

Recommendations concerning oil

It is recommended to use oil complying with the following specifications:

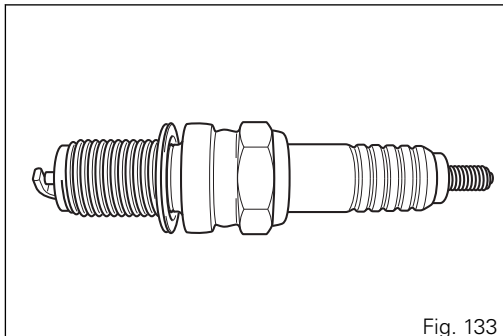
- viscosity grade SAE 15W-50;
- standard API: SN;
- standard JASO: MA2.

SAE 15W-50 is an alphanumerical code identifying oil class based on viscosity: two figures with a W ("winter") in-between; the first figure indicates oil viscosity at low temperature; the second figure indicates its viscosity at high temperature. API (American standard) and JASO (Japanese standard) standards specify oil characteristics.

Cleaning and replacing the spark plugs

Spark plugs are essential to smooth engine running and should be checked at regular intervals.

Have the spark plug replaced by a Ducati Dealer or an authorised Service Centre.



Cleaning the motorcycle

To preserve the finish of metal parts and paintwork, wash and clean your motorcycle at regular intervals, anyway according to road conditions. Use specific products only. Prefer biodegradable products. Avoid aggressive detergents or solvents.

Use only water and neutral soap to clean the Plexiglas and the seat. Periodically clean by hand all aluminium components. Use special detergents, suitable for aluminium parts. Do NOT use abrasive detergents or caustic soda.



Note

Do not use sponges with abrasive parts or steel wool: only use soft cloths.

However, the warranty does not apply to motorcycles whenever poor maintenance status is ascertained.



Important

Do not wash your motorcycle right after use.

When the motorcycle is still hot, water drops will evaporate faster and spot hot surfaces.

Never clean the motorcycle using hot or high-pressure water jets.

Cleaning the motorcycle with a high pressure water jet may lead to seizure or serious faults in forks, wheel hubs, electric system, headlight (fogging), fork seals, air inlets or exhaust silencers, with consequent loss of compliance with the safety requirements.

Clean off stubborn dirt or exceeding grease from engine parts using a degreasing agent. Be sure to avoid contact with drive parts (chain, sprockets, etc.).

Rinse with warm water and dry all surfaces with chamois leather.



Warning

Braking performance may be impaired immediately after washing the motorcycle. Never grease or lubricate the brake discs to avoid losing braking power. Clean the discs with an oil-free solvent.



Warning

The headlight might fog up due to washing, rain or moisture. Switch headlight on for a short time to help and dry up any condensate.

Carefully clean the phonic wheels of the ABS in order to ensure system efficiency. Do not use aggressive products in order to avoid damaging the phonic wheels and the sensors.

Storing the motorcycle

If the motorcycle is to be left unriden over long periods, it is advisable to carry out the following operations before storing it away:

- clean the motorcycle;
- empty the fuel tank;
- pour a few drops of engine oil into the cylinders through the spark plug seats, then crank the engine by hand a few times so a protective film of oil will spread on cylinder inner walls;
- place the motorcycle on the service stand;
- disconnect and remove the battery.

Battery should be checked and charged whenever the motorcycle has been left unriden for over a month. Protect the motorcycle with a suitable canvas. This will protect paintwork and let condensate breathe out. The canvas is available from Ducati Performance.

Important notes

Some countries, such as France, Germany, Great Britain, Switzerland, etc. have compulsory emission and noise standards that include mandatory inspections at regular intervals.

Periodically carry out the required checks and renew parts as necessary, using Ducati original spare parts, in compliance with the regulations in the country concerned.

Scheduled maintenance chart

Scheduled maintenance chart: operations to be carried out by the dealer

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Reading of the error memory with DDS and check of software version update on control units		●	●	●	●	●	12
Check the presence of any technical updates and recall campaigns		●	●	●	●	●	12
Change engine oil and filter		●	●	●	●	●	12
Clean the engine oil mesh filter assembly		●					-
Check and/or adjust valve clearance			●	●	●	●	-
Change timing belts				●		●	60
Change spark plugs				●		●	-
Clean air filter			●		●		-
Change air filter				●		●	-
Check brake fluid level		●	●	●	●	●	12
Change brake fluid							36
Check brake disc and pad wear. Change, if necessary		●	●	●	●	●	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Check the proper tightening of brake calliper bolts and brake disc flange screws		•	•	•	•	•	12
Check front and rear wheel nuts tightening		•	•	•	•	•	12
Check frame-to-engine fasteners tightening			•	•	•	•	-
Check wheel hub bearings				•		•	-
Check and lubricate the rear wheel shaft				•		•	-
Check the cush drive damper on rear sprocket				•		•	-
Check the proper tightening of final drive front and rear sprocket nuts		•	•	•	•	•	12
Check final drive (chain, front and rear sprocket) and sliding shoe wear			•	•	•	•	12
Check final drive chain tension and lubrication		•	•	•	•	•	12
Check steering bearings and lubricate, if necessary				•		•	-
Change front fork fluid					•		-
Visually check the front fork and rear shock absorber seals		•	•	•	•	•	12
Check the freedom of movement and tightening of the side and central stand (if any)		•	•	•	•	•	12

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000 mi. x1,000	1	12	24	36	48	Time (months)
		0.6	7.5	15	22.5	30	
Visually check the fuel lines			•	•	•	•	12
Check rubbing points, clearance, freedom of movement and positioning of hoses and electric wiring in view		•	•	•	•	•	12
Check the free play of clutch lever		•	•	•	•	•	12
Lubricate the levers at the handlebar and pedal controls			•	•	•	•	12
Check tyre pressure and wear		•	•	•	•	•	12
Check the battery charge level		•	•	•	•	•	12
Check secondary air system operation			•	•	•	•	-
Check the operation of all electric safety devices (side stand sensor, front and rear brake switches, engine kill switch, gear/neutral sensor)		•	•	•	•	•	12
Check lighting, turn indicators, horn and controls		•	•	•	•	•	12
Reset the Service indication through the DDS		•	•	•	•	•	-
Final test and road test of the motorcycle, testing safety devices (ex. ABS) and idling		•	•	•	•	•	12
Softly clean the motorcycle		•	•	•	•	•	12
Fill out that the service was performed in on-board documentation (Service Booklet)		•	•	•	•	•	12

* Service operation to be carried out in accordance with the specified distance or time intervals (km, miles or months), whichever occurs first.

In case of off-road use, it is necessary to perform the maintenance operations more frequently than scheduled.

Scheduled maintenance chart: operations to be carried out by the customer



Important

Using the motorcycle under extreme conditions, such as very damp and muddy roads or dusty and dry environment, could cause above-average wear of components like the drive system, the brakes or the air filter. If the air filter is dirty, the engine could get damaged. Therefore, this might translate in required service or replacement of the wear parts earlier than specified in the scheduled maintenance chart.

List of operations and type of intervention [set mileage (km/mi) or time interval *]	Km. x1000	1
	mi. x1,000	0.6
	Months	6
Check engine oil level		●
Check brake fluid level		●
Check tyre pressure and wear		●
Check the drive chain tension and lubrication		●
Check brake pads. If necessary, contact your dealer to replace pads		●

* Service operation to be carried out in accordance with the specified distance or time intervals (km or months), whichever occurs first

Technical data

Weights

Overall weight (in running order with 90% of fuel - 93/93/EC): 193 kg (426 lb).

Overall weight (without fluids and battery): 175 kg (386 lb).

Maximum allowed weight (carrying full load): 390 kg (860 lb).



Warning

Failure to observe weight limits could result in poor handling and impair the performance of your motorcycle, and you may lose control of the motorcycle.

Dimensions

Monster 797

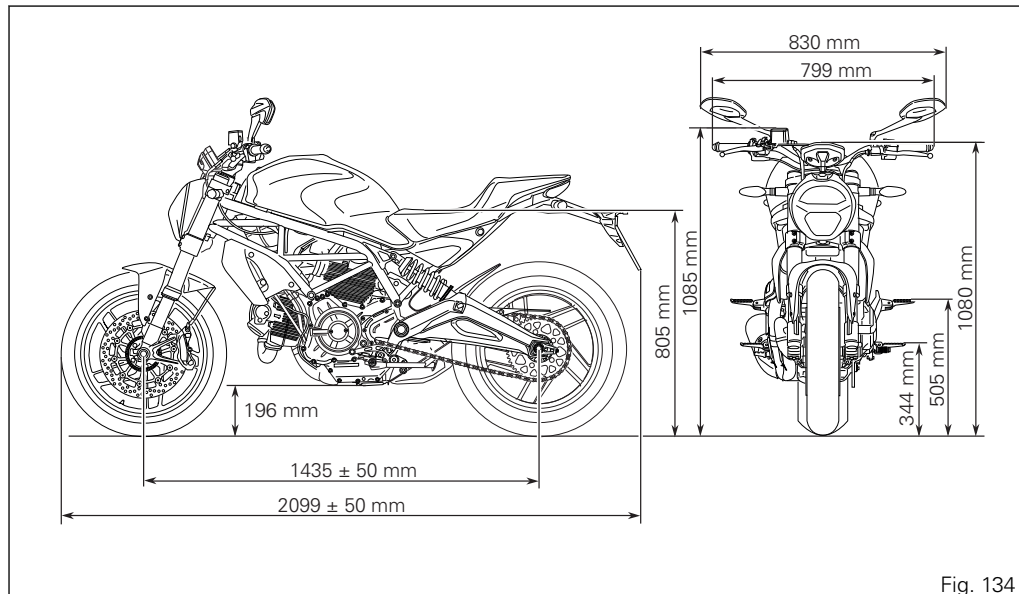


Fig. 134

Dimensions

Monster 797 Plus

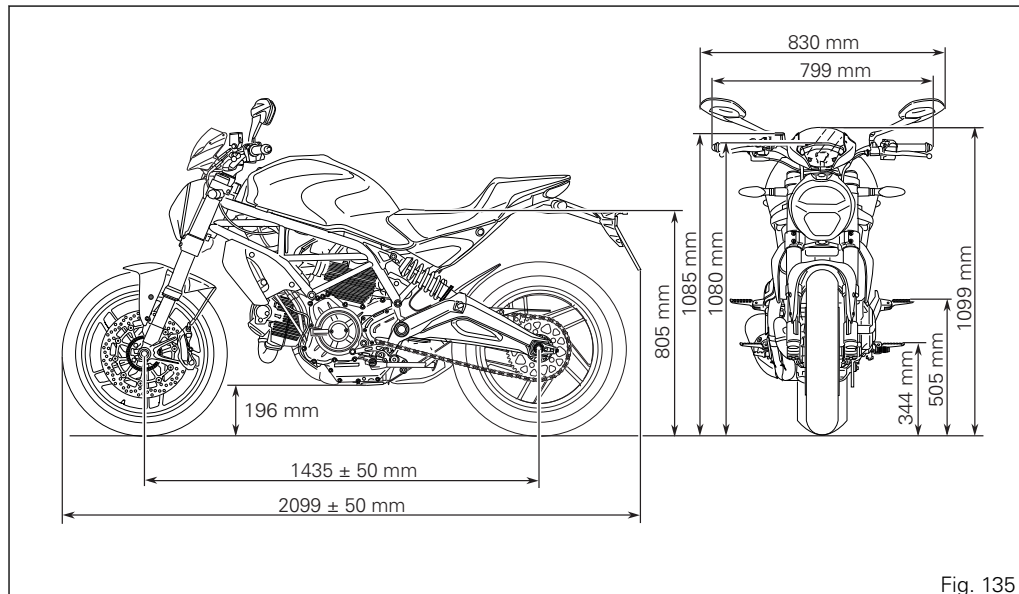


Fig. 135

Fuel, lubricants and other fluids

FUEL, LUBRICANTS AND OTHER FLUIDS	TYPE	
Fuel tank, including a reserve of 4 litres (1.06 gal)	Ducati recommends SHELL V-Power unleaded premium fuel with a minimum of octane rating of RON 95	16.5 litres (4.36 gallons)
Oil sump and filter	Ducati recommends you use SHELL Advance 4T Ultra 15W-50 oil (JASO: MA2, API: SN)	3.4 litres (0.90 gallons)
Front/rear brake circuit	DOT 4	-
Protectant for electric contacts	Protective spray for electric systems	-
Front fork	SHELL Donax TA	521 cu. cm (31.79 cu. in) (right leg) 394 cu. cm (24.04 cu. in) (left leg)



Important

Do not use any additives in fuel or lubricants. Using them could result in severe damage of the engine and motorcycle components.



Warning

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Engine

Twin cylinder, four-stroke, 90° "L" type, longitudinal.

Bore:

88 mm (3.46 in).

Stroke:

66 mm (2.60 in).

Total displacement:

803 sq. cm (49 cu in).

Compression ratio:

11.0±0.5:1

Maximum power at crankshaft (EU) Regulation no.

134/2014 Annex X, kW/HP:

55 kW/75 HP at 8,250 rpm.

(35 kW version) 35 kW at 8,000 rpm.

Max. torque at crankshaft (95/1/EC):

7.0 kgm/68.9 Nm at 5,750 rpm

Maximum rpm:

9,200.



Important

Do not exceed the specified rpm limits in any running conditions.

Timing system

DESMODROMIC system with two valves per cylinder controlled by four rocker arms (two opening and two closing ones) and one overhead camshaft. This system is driven by the crankshaft through spur gears, belt rollers and toothed belts.

Desmodromic timing system

- 1) Opening (or upper) rocker arm;
- 2) Upper rocker arm shim;
- 3) Split rings;
- 4) Closing (or lower) rocker arm shim;
- 5) Return spring for lower rocker arm;
- 6) Closing (or lower) rocker arm;
- 7) Camshaft;
- 8) Valve.

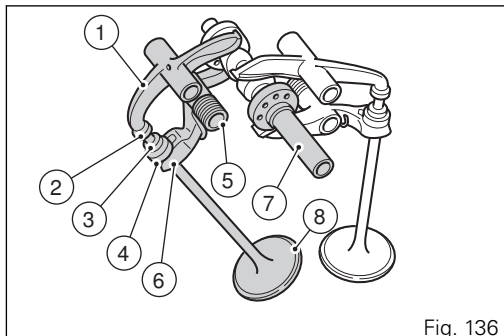


Fig. 136

Performance data

Maximum speed in any gear should be reached only after a correct running-in period with the motorcycle properly serviced at the recommended intervals.



Important

Failure to follow these instructions releases Ducati Motor Holding S.p.A. from any liability whatsoever for any engine damage or shorter engine life.

Spark plugs

Make: NGK

Type: DCPR8E.

Fuel system

CONTINENTAL M3C indirect electronic injection.

BING throttle body with cable control.

Diameter: 50 mm (1.97 in).

Injectors per cylinder: 1.

Firing points per injector: 8.

Fuel supply: 95-98 RON.



Warning

The motorcycle is only compatible with fuel having a maximum content of ethanol of 10% (E10). Using fuel with ethanol content over 10% is forbidden. Using it could result in severe damage of the engine and motorcycle components. Using fuel with ethanol content over 10% will make the warranty null and void.

Brakes

Separate-action anti-lock braking system operated by hall-type sensors mounted to each wheel with phonic wheel detection: ABS can be disabled.

FRONT

Type: semi-floating disc.

No. 2 discs.

Disc diameter: 320 mm (12.60 in).

Thickness: 4.5 mm (0.18 in).

Braking material: stainless steel.

Carrier material: stainless steel, black colour.

Hydraulically operated by a control lever on handlebar right-hand side.

Brake callipers: radially-mounted monobloc callipers.

Brake calliper make: BREMBO.

Type: M4.32 b.

Friction material: Toshiba TT 2182 FF.

Master cylinder type: PS 16/22.

REAR

With fixed drilled steel disc.

Disc diameter: 245 mm (9.65 in).

Hydraulically operated by a pedal on RH side.

Make: BREMBO

Type: PF 32 b.

Friction material: FERIT I/D 450 FF.



Warning

The brake fluid used in the brake system is corrosive.

In the event of accidental contact with eyes or skin, wash the affected area with abundant running water.

Transmission

Wet slipper clutch with less effort at the lever controlled by the lever on left-hand side of the handlebar.

Drive is transmitted from engine to gearbox primary shaft via spur gears.

Front chain sprocket/clutch gearwheel ratio: 33/61.
6-speed gearbox with constant mesh gears and gear change pedal on left side of motorcycle.

Gearbox output sprocket/rear chain sprocket ratio: 15/46.

Total gear ratios:

1st gear 13/32

2nd gear 18/30

3rd gear 21/28

4th gear 23/26

5th gear 22/22

6th gear 26/24

Drive chain from gearbox to rear wheel.

Make: DID 520 VF

Voltage: 40 + 42

Links: 104



Important

The above gear ratios are the homologated ones and under no circumstances must they be modified.



Warning

If the rear sprocket needs replacing, contact a Ducati Dealer or authorised Service Centre. If improperly replaced, this component could seriously endanger your safety, as well as the passenger one, and cause irreparable damage to your motorcycle.

Frame

Steel tubular trellis

Steering angle (per side): 28°

Steering head angle: 24°

Trail: 90 mm (3.54 in)

Wheels

Ten-spoke, light-alloy rims.

Front

Size: MT3.50" x 17"

Rear

Size: MT5.50" x 17"

Both wheel shafts can be removed.

Tyres

Front

Pirelli Diablo Rosso II "tubeless" radial type.

Size: 120/70 ZR17

Rear

Pirelli Diablo Rosso II "tubeless" radial type.

Size: 180/55 ZR17

Suspension

FRONT

Kayaba upside-down fork.

Stanchion diameter: 43 mm (1.69 in).

Wheel travel: 125 mm (4.92 in).

REAR

Progressive with Sachs monoshock with spring preload and rebound adjustment.

Rear wheel travel: 150 mm (5.90 in).

Exhaust system

Single silencer in stainless steel, aluminium tailpipe cover; catalytic converter and double lambda sensor.

Available colours

Ducati Red

Primer, Antiflex White code L00440652 (Lechler);

Primer Ducati Red code 473.101 (PPG);

Clear coat 228,880 (PPG);

Red frame and rims.

Star White Silk

Primer code 873.AC001 (Palinal).

Primer code 928.T948 (Palinal).

Clear coat code 96598 (Lechler).

Red frame and rims.

Dark Stealth;

Primer (Primer 2 K Black) code 873.A002 (PALINAL);

Primer (Black Stealth - Black 94) code 929.R223
(PALINAL);
Clear coat (Matt Clear Coat 2K) code 923l.2176
(PALINAL);
Black frame and rims.

Electric system

Basic electric items are:

HEADLIGHT:

low beam: H7 (12 V - 55 W).

high beam: H1 (12 V - 55 W).

parking light: LED – No. 12 LEDs (13.5V - 2.4W).

ELECTRICAL CONTROLS ON HANDLEBAR

front turn indicators: bulb RY10W (12V-10W).

rear turn indicators: bulb RY10W (12V-10W).

Horn.

Stop light switches.

Battery, 12 V-10 Ah.

Generator 490 W - 14 V.

ELECTRONIC REGULATOR

protected by 2 fuses, 30 A, on solenoid starter (C) sides.

Starter motor, 12 V-0.7 kW.

Tail and stop light: LEDs.

parking light: with 8 LEDs (12V - 0.5W).

rear stop light: with 12 LEDs (12 V - 2.8 W).

Number plate light: with three LEDs (13.5V - 0.7W).

Fuses

To protect the electric components there are seven fuses inside the fuse box, plus two spare fuses. On the remote control switch there are two 30A fuses. The fuse box (A) is located under the seat. To expose the fuses, lift the box protective cover. Mounting position and ampere capacity are marked on box cover. Refer to the table below to identify the circuits protected by the various fuses and their ratings.



Note

For the bulb replacement refer to paragraph "Replacing the bulbs".

Fuse box key		
Pos	El. item	Rat.
1	Key On	10 A
2	Loads	15 A
3	Instrument panel/ Lights	10 A
4	ECU	5 A
5	Injection	20 A
6	ABS	25 A
7	ABS	10 A
8	Spare	15 A
9	Spare	20 A

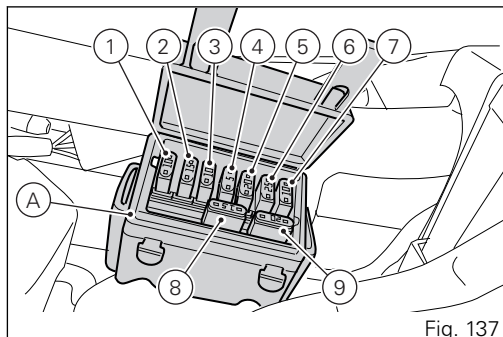


Fig. 137

The main fuse (C) is positioned on the solenoid starter. To reach the fuse it is necessary to remove the protection cap: on the remote control switch there is another 30A spare fuse.

A blown fuse can be identified by breakage of the inner filament (F).



Important

Switch the ignition key to OFF before replacing the fuse to avoid possible short-circuits.



Warning

Never use a fuse with a rating other than specified. Failure to observe this rule may damage the electric system or even cause fire.

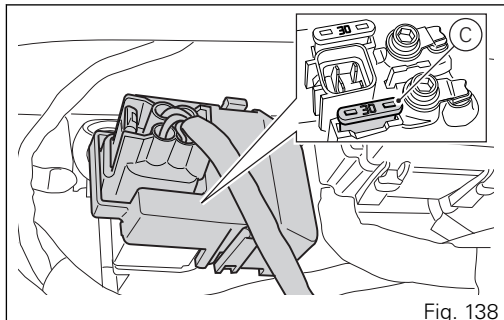


Fig. 138

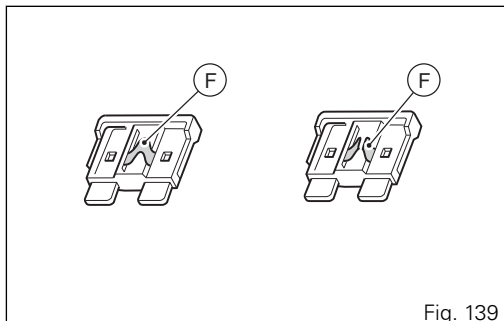


Fig. 139

Injection/electric system diagram key

- | | |
|---------------------------------------|--------------------------------------|
| 1) Headlight | 25) Horizontal coil |
| 2) Alarm | 26) Vertical coil |
| 3) Left-hand switch | 27) Neutral sensor |
| 4) Clutch switch | 28) Potentiometer drive (TPS) |
| 5) Rear left turn indicator | 29) Vertical exhaust lambda sensor |
| 6) Number plate light | 30) Horizontal exhaust lambda sensor |
| 7) Rear right turn indicator | 31) ECT sensor |
| 8) Tail light | 32) Air temperature sensor |
| 9) Horn | 33) Timing/rpm sensor |
| 10) Rear stop light | 34) Purge valve |
| 11) Front stop light | 35) Secondary air actuator |
| 12) Ignition system (ignition switch) | 36) Control unit |
| 13) Fuse box | 37) Side stand switch |
| 14) Starter motor | 38) MAP sensor |
| 15) Solenoid starter | 39) Stepper motor |
| 16) Battery | 40) Front left turn indicator |
| 17) Rectifier | 41) Front right turn indicator |
| 18) Generator | 42) ABS control unit |
| 19) Main relay | 43) Rear speed sensor |
| 20) Fuel pump relay | 44) Front speed sensor |
| 21) Fuel pump | 45) Right-hand switch |
| 22) Fuel pump ground | 46) Immobilizer |
| 23) Horizontal injector | 47) Self-diagnosis/DDA |
| 24) Vertical injector | 48) Instrument panel |
| | 49) Oil pressure sensor |
| | 50) USB |

Wire colour coding

B Blue

W White

V Violet

Bk Black

Y Yellow

R Red

Lb Light blue

Gr Grey

G Green

Bn Brown

O Orange

P Pink



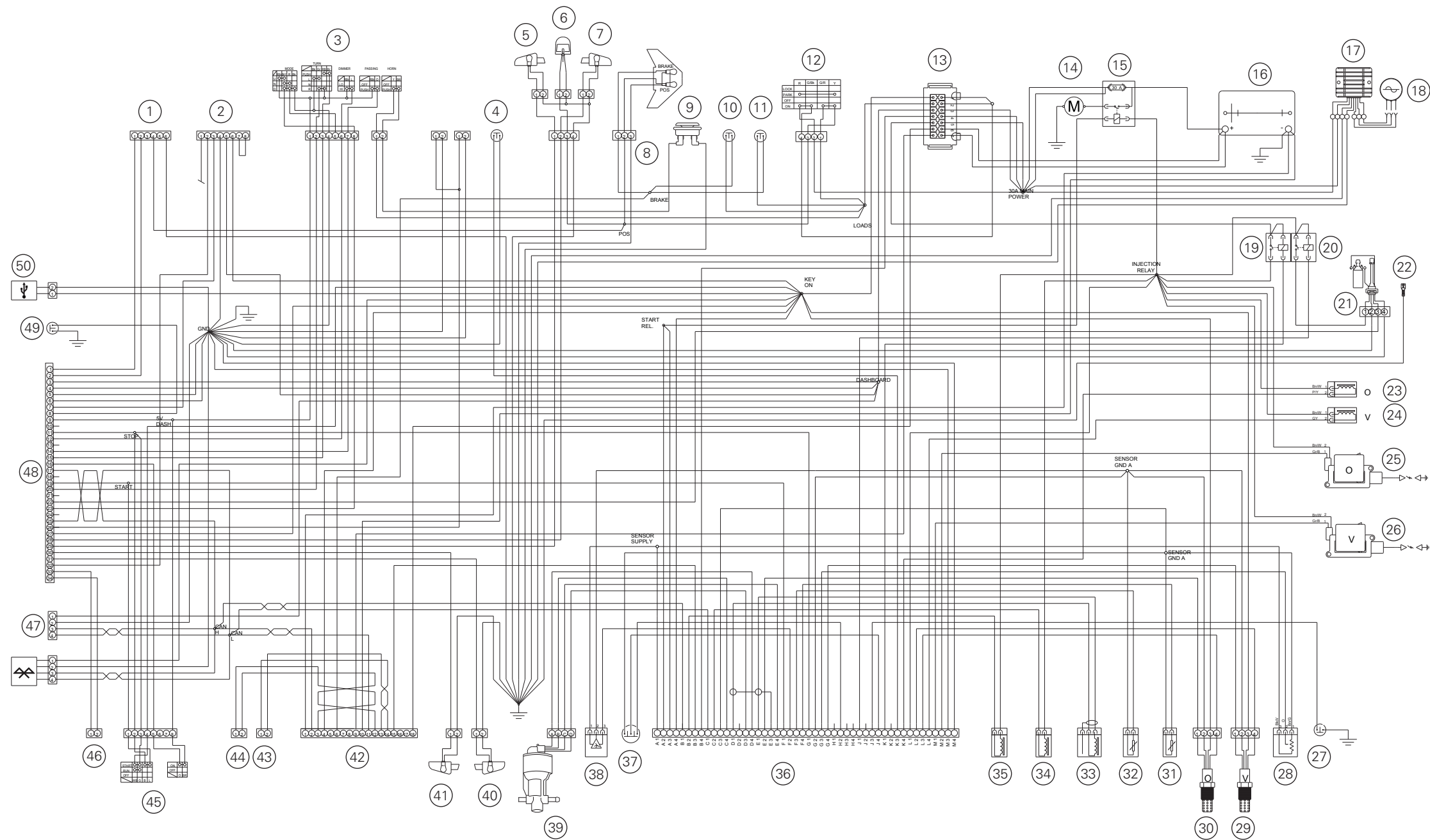
Note

The electric system wiring diagram is at the end of this manual.

Routine maintenance record

Routine maintenance record

KM	NAME	DISTANCE IN KM	DATE
	DUCATI SERVICE		
1000			
12000			
24000			
36000			
48000			



Monster 797 \ Monster 797 Plus

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